CSS&SB's recipe for profit: **trim costs** and streamline paper work . . . . . p. 21

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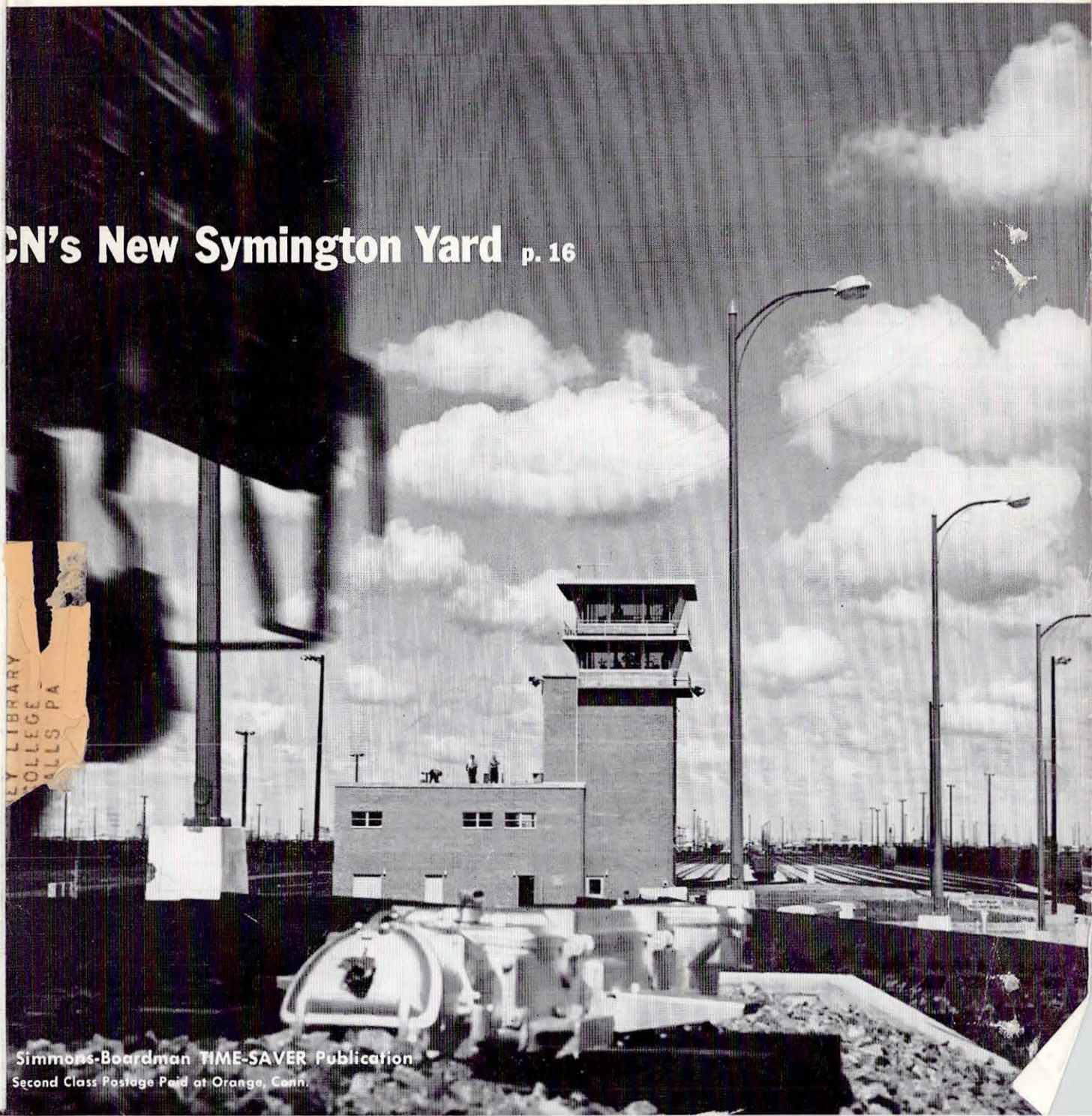
October 1, 1962

# RAILWAY AGE WEEKLY



## CN's New Symington Yard p. 16

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RAILWAY AGE

# WEEK AT A GLANCE

October 1, 1962 • Vol. 153, No. 14

## Motor, air carriers fight Kennedy bill

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## NP saves money on rag cleaning

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## CN dedicates Symington yard

The 62-track $23-million facility has a double hump, permitting simultaneous classification of two trains. It took four years to build .....p.16

## Santa Fe gets super container for auto parts

Built by Pullman-Standard to Ford Motor Co. specifications, the 78-ft aluminum container has a capacity of more than 9,500 cu ft .....p.20

## IC's Johnston asks: What are real passenger costs?

The true costs of railroad passenger service, he suggests, lie "somewhere between the out-of-pocket and the fully apportioned figures" .....p.28

## Rutland wins abandonment plea

An ICC order that becomes effective Oct. 26 authorized the 331-mile strike-idled carrier to go out of the railroad business and sell its property .....p.32

## The Action Page—Outsmarted by Europeans?

The willingness to experiment has created new prosperity in Europe. There may be a moral here for U.S. railroad men, unionists and management alike .....p.38

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J. Robert Morton

# RAILWAY AGE

## WEEK AT A GLANCE

*Short and Significant*

### Agreement on issues to be arbitrated . . .

was reached by the strike-bound C&NW and the ORT last week. Next business for the negotiators: a back-to-work agreement.

### A threatened BRT strike . . .

against Santa Fe was halted last week pending hearings in U.S. district court, Chicago, Oct. 1, on ATSF's request for an injunction against the walkout.

### N&W's second unitized train . . .

hauled 8,485 tons of coal from Roanoke, Va., to South Amboy, N.Y., in 20 hours and 23 minutes last week and was pronounced, like the first test in August, "highly successful."

### Fourth quarter carloadings . . .

are expected to be up 0.9% over the same period last year, according to estimates of 13 regional shippers' advisory boards filed with the car service division of the AAR.

### New York rail unions . . .

are preparing for battle against the renewed proposal to construct a deep waterway between the St. Lawrence River and the Hudson River, via the Richelieu River and Lake Champlain.

### NYC's new tariff for LCL . . .

became effective Sept. 25 for a two-year experimental period. Central's aim: to establish "realistic charges" based on proper evaluation of characteristics of LCL.

### Current Statistics

| | |
|---|---|
| **Operating revenues** | |
| 6 mos., 1962 | $4,703,650,132 |
| 6 mos., 1961 | 4,417,470,000 |
| **Operating expenses** | |
| 6 mos., 1962 | 3,713,490,394 |
| 6 mos., 1961 | 3,594,534,970 |
| **Taxes** | |
| 6 mos., 1962 | 531,960,577 |
| 6 mos., 1961 | 482,452,262 |
| **Net railway operating income** | |
| 6 mos., 1962 | 265,495,659 |
| 6 mos., 1961 | 145,845,950 |
| **Net income estimated** | |
| 6 mos., 1962 | 171,000,000 |
| 6 mos., 1961 | 62,000,000 |
| **Carloadings revenue freight** | |
| 38 wks., 1962 | 20,971,044 |
| 38 wks., 1961 | 20,447,110 |
| **Freight cars on order** | |
| Sept. 1, 1962 | 12,429 |
| Sept. 1, 1961 | 9,690 |
| **Freight cars delivered** | |
| 8 mos., 1962 | 26,706 |
| 8 mos., 1961 | 22,439 |
| **Serviceable cars** | |
| Aug. 1, 1962 | 1,444,431 |
| Aug. 1, 1961 | 1,476,781 |
| **Cars awaiting repairs** | |
| Aug. 1, 1962 | 132,811 |
| Aug. 1, 1961 | 151,500 |


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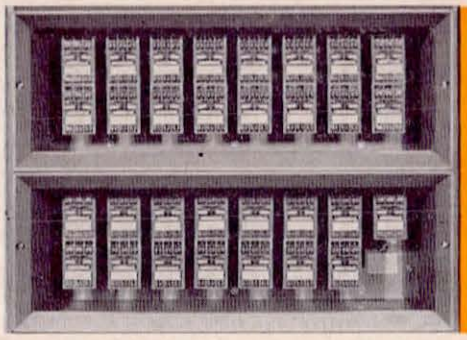

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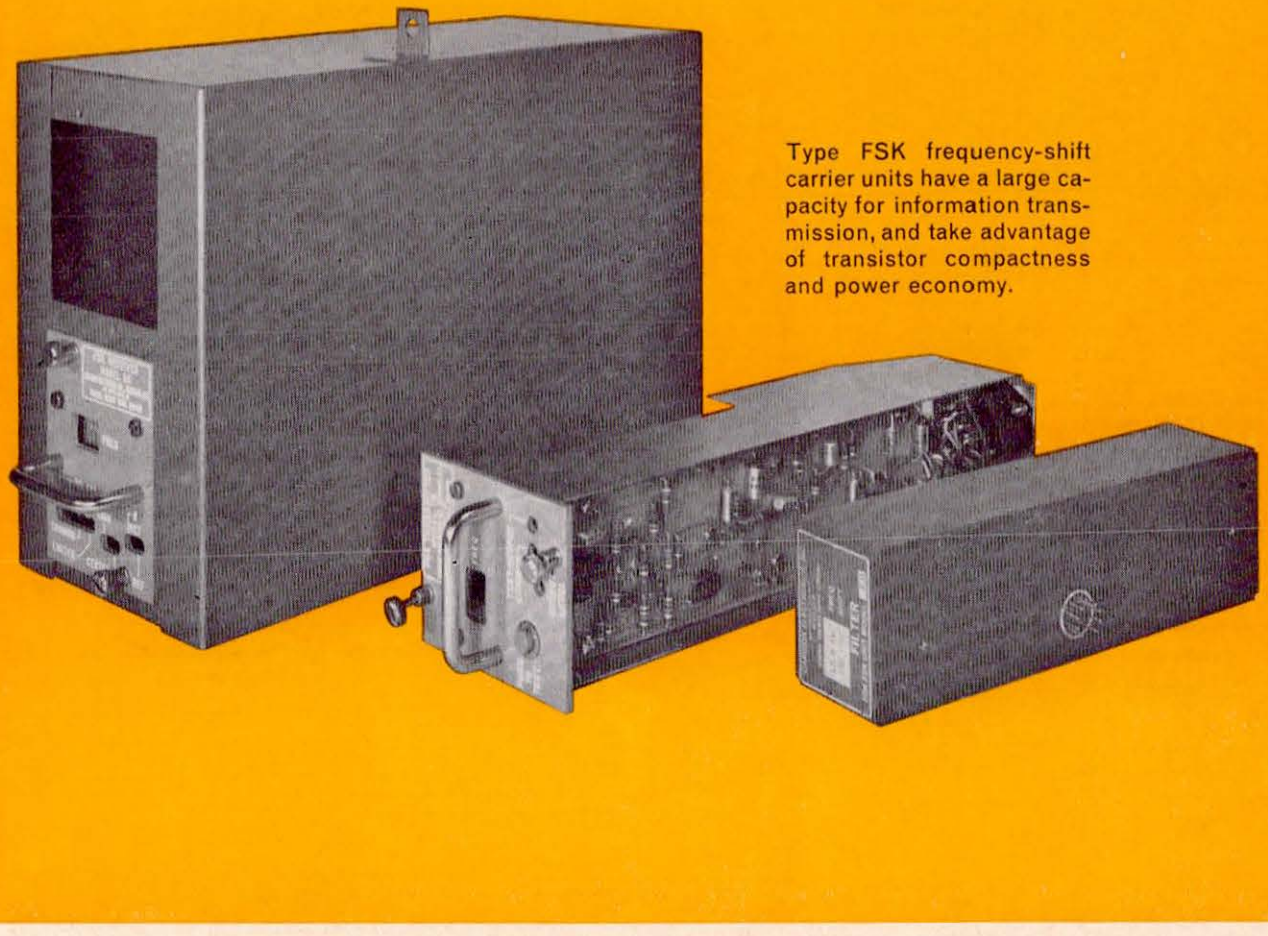
- It is compatible with voice and other carrier services without the use of low-pass code filters.

3201



Type FSK frequency-shift carrier units have a large capacity for information transmission, and take advantage of transistor compactness and power economy.

# Motor, Air Carriers Fight Kennedy Bill

► **The Story at a Glance: The truck, bus and air carrier industries last week registered their opposition to what the railroad industry considers "the heart" of President Kennedy's Transportation Program, i.e., the proposal to end ICC powers to fix minimum interstate fares and ICC and CAB powers to fix minimum rates for the transportation of agricultural products and commodities in bulk. These opposition positions of railroad competitors were taken at Senate Commerce Committee hearings on the "Kennedy Bills," which are S.3242 and S.3243, the latter being the minimum-rate bill.**

Enactment of the minimum-rate bill "will become a death sentence for regulation of transportation," the Senate Commerce Committee was told last week by Clarence A. Kelley, president of American Trucking Associations. Mr. Kelley was the first of several ATA witnesses who appeared as the Committee resumed hearings on bills to implement President Kennedy's Transportation Message.

The ATA presentation was followed by others from the Freight Forwarders Institute, Air Transport Association, and National Association of Motor Bus Owners. This was the first time these interests, including ATA, had been heard on the Kennedy proposals by a Congressional committee. Water carriers opposed the minimum-rate bill at earlier sessions of the hearings, as they had at hearings which the House Committee on Interstate and Foreign Commerce held on a like House bill.

The minimum-rate bill would implement that Presidential recommendation which calls for removal of ICC and CAB powers to fix minimum rates for railroad, truck and air transportation of commodities in bulk, the water transportation of which is now exempt from all regulations; and for railroad, water and air transportation of commodities, the truck transportation of which is free of regulation under the Interstate Commerce Act's so-called agricultural exemption. This bill would also remove the ICC's power over minimum interstate fares of railroads and bus lines, but it would not disturb CAB's power over minimum air fares.

S.3242 is a proposed "Transportation Act of 1962." It includes provisions which would: give regulatory agencies specific authority to authorize rate experiments, but carrier participation in such experiments would be voluntary; declare it to be in the national interest that through-route and joint-rate arrangements between carriers of different types be encouraged and promoted; open Plans III and IV piggyback services to truckers; toughen-up civil-penalty provisions of the regulatory laws; and transfer to the Department of Commerce the powers (now held by the ICC and CAB) to authorize government guaranty of loans to railroads and air lines.

ATA President Kelley's presentation was devoted entirely to the minimum-rate bill. To support his contention that enactment of that bill would end transport regulation, he cited testimony of AAR President Daniel P. Loomis who told the House Committee on Interstate and Foreign Commerce that the railroads "would hope that eventually all minimum rate regulation would be eliminated."

As to the effect of S.3243's enact-

## Martin Hopes That Transport Bills Will Move Early in 1963

The Kennedy Administration's top transportation official hopes and expects that bills to implement the President's transportation message will get strong support from shippers and be reported from Congressional committees early next year. That's the prospect, as seen by the undersecretary of commerce for transportation, Clarence D. Martin, Jr., who participated in a roundtable discussion of transportation which was part of last week's White House conference for business magazine editors and publishers. The conference included a meeting with President Kennedy, who cited his transportation program as evidence of how the Administration is making the preservation and strengthening of the free market "a cardinal objective." Government regulation "undermines the efficiency of the market," the President said, adding: "That is why in my transportation message to Congress, I urged that government controls be curtailed, and the scope for competition broadened in the important transportation sector of our economy." The principal government participants in the transportation roundtable, in addition to Mr. Martin, were his deputy, Frank Barton, Chairman Allan S. Boyd of the CAB, and Vincent F. Caputo, director, transportation policy and warehousing, Department of Defense.

The ICC was not represented. The program called for the appearance of the Commission's vice chairman, Commissioner Laurence K. Walrath, but he was unable to attend. It was stated at the Commission, which opposes the minimum-rate bill and several of the other Presidential proposals, that there was no disposition to avoid participation in the White House program—but none of the other 10 commissioners was available to substitute for Vice Chairman Walrath.

# WATCHING WASHINGTON WITH WALTER TAFT

● **TRANSPORTATION STUDIES** extending over a period of five years and costing about $10 million are contemplated by the Department of Commerce. They would carry out that phase of President Kennedy's transportation message which called upon the Secretary of Commerce to develop "a comprehensive transportation research program for the government for later consideration by the Congress." Such a "policy-oriented" program, as the President put it, "will produce a flow of information of the kind we must have to implement a comprehensive public policy on transportation." Commerce has advised a House Appropriations Subcommittee that a five-year-$10-million project would be the "minimum program necessary to achieve meaningful results." It hastened to add that this cost would be offset "easily" by resultant savings, including reduction of transport subsidies.

**THE PRESENTATION** to the House subcommittee was in support of Commerce's request for an appropriation of $1,850,000 to get the program under way at this time. This presentation was made principally by Frank Barton, deputy under secretary of commerce for transportation. He said the general objective is to find answers to questions of "how we can move persons and goods effectively and efficiently, relying heavily upon private initiative and reducing the dependence upon public subsidy."

**THE RESEARCH** would be done under contract by universities, foundations and private organizations, Mr. Barton explained. He said $1,500,000 of the $1,850,000 now sought would be used that way. The remaining $350,000 would provide for a staff to administer the program.

**THE PROGRAM** has short-range and long-range phases. The former would involve studies of private carriage and its threat to common carriage; urban transportation; ratemaking; mergers; user charges; technological developments, such as standardized equipment, facilities for inter-modal interchange of equipment and piggybacking; and common ownership.

**COMMON OWNERSHIP** is on the list because Commerce thinks that proposal, advanced by railroads but opposed by other carriers, should be looked into to determine its potential efficiency and its effect on competition. Similar reasons were advanced for the proposed merger studies. User charges qualified because it was determined that the "equity" of present subsidies is among matters which should be investigated.

**THE LONG-RANGE PHASE** of the program, as now set up, would involve studies in six areas. They are: Present capabilities of the transportation system for peacetime and war; future transport requirements; evaluation of transport agencies in terms of efficiency, convenience and comparative cost; resources (land, energy, finance, labor, etc.) required for transportation; relationships between urban and industrial developments and the transportation system; and technological developments influencing the future of transportation.

**THESE TECHNOLOGICAL STUDIES** would get into such areas as possibilities and implications of shifts from surface to air transportation, and vice versa; new communication systems, particularly visual communication between persons, and the possible effect on future transportation requirements; and automatic systems, such as electronic control of vehicles, bulk-commodity pipelines, beltways and conveyors.

ment, Mr. Kelley said it would strip the ICC of its powers to regulate rates on 70% of railroad freight. The ATA president went on to assert that the proposed curtailment of the Commission's minimum-rate powers would result in discriminations and "rate wars between modes and within modes of transportation of a most vicious sort."

As to the prospect for lower rates, Mr. Kelley said they might come "temporarily" to "some shippers and some large communities," but he added: "This will not be the case for the small shipper and the small community. With the removal of the steadying hand of the ICC, the tremendous bargaining power of the big shippers and the large communities will be brought to bear."

Addressing himself to the proposition that "the total bill must be paid," Mr. Kelley asserted that rates "cannot be depressed on some commodities without rising on others"—so "a mad suicidal race for added traffic through reduced rates can only result in rapid deterioration of carrier service to the detriment of the entire shipping public."

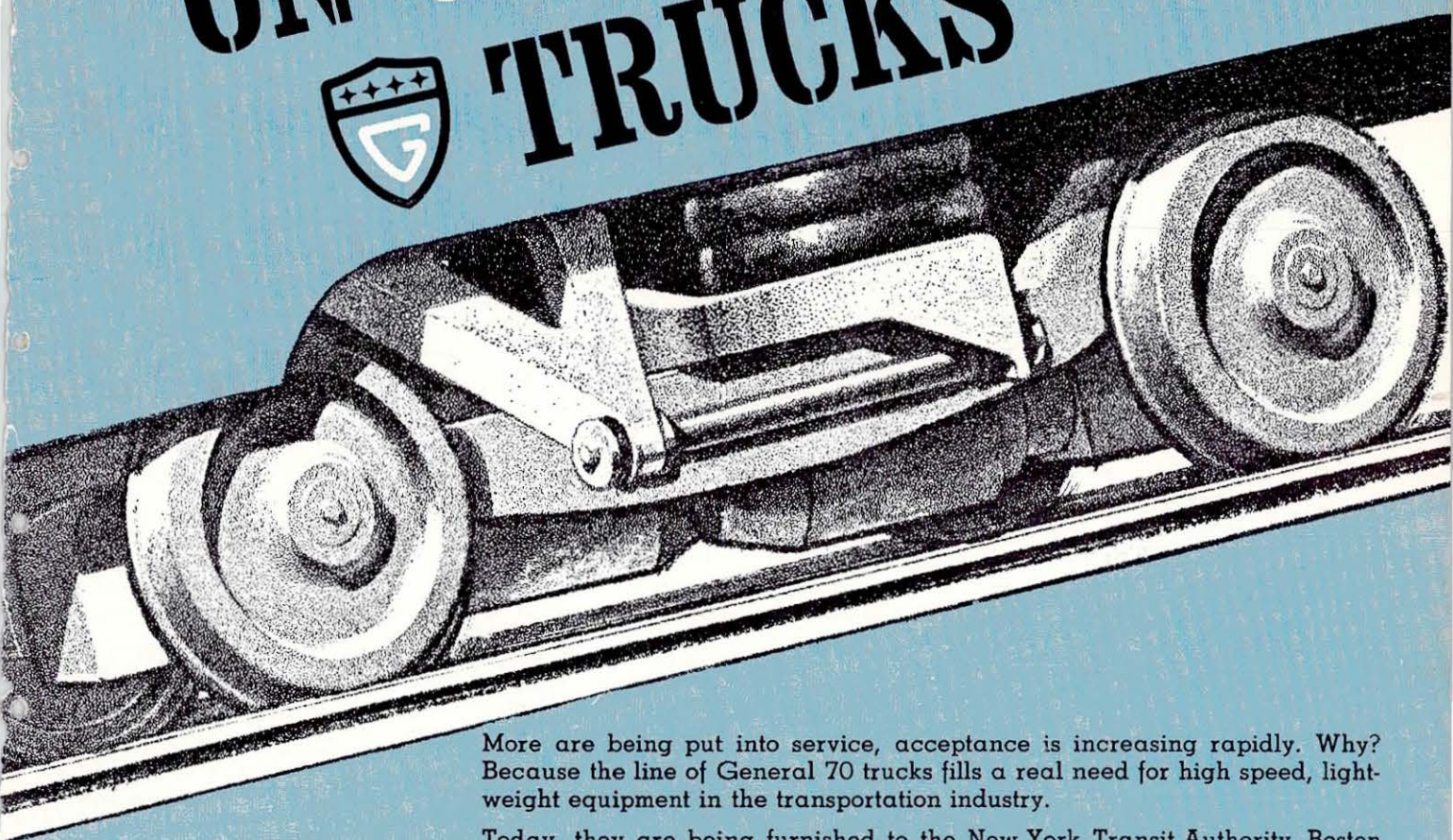
The crux of the issue, as he sees it, was identified by the ATA president as the question of "whether the judgment of the ICC should be discarded and in its place we should substitute the inherently selfish judgment of individual carrier interests." Mr. Kelley trusts the ICC. He concedes that there is inequity in the present regulatory set-up, but he agrees with the Commission's view that the inequity should be corrected by more regulation, i.e., by repeal of the present bulk-commodity exemption and rolling back the agricultural exemptions to the point where they achieve only their original purpose of aiding the farmer in marketing his products.

Mr. Kelley expressed his view that the latter is "possible both from the economic and political viewpoints." This is contrary to the railroad view that the deregulation route to equity is the only one which is politically feasible. As Chairman Ben Heineman of the North Western has put it, President Kennedy's preference for the deregulation approach is "politically sophisticated because it enlists and is bound to enlist out of self-interest the support of every shipper organization, every major farm organization, in the country."

Mr. Kelley also challenged contentions that regulation is to blame for railroad financial problems. He conceded that "some railroads are in trouble," adding that this is what truckers think about that situation: "We say it is due entirely to the change in methods of production and consumption and to the relocation of both industry and population. The plain and non-debatable

(*Continued on page 24*)

# PROGRESS REPORT ON GENERAL 70 TRUCKS



## Many are in service and under consideration

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Today, they are being furnished to the New York Transit Authority, Boston Metropolitan Transit Authority, Pennsylvania Railroad, E. F. Araraquara in Brazil—and are under consideration for several other transit systems.

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# NP Rag Cleaning Pays Off

The Northern Pacific saved $27,216 in the cost of cleaning cotton wiping rags during a recent 12-month period.

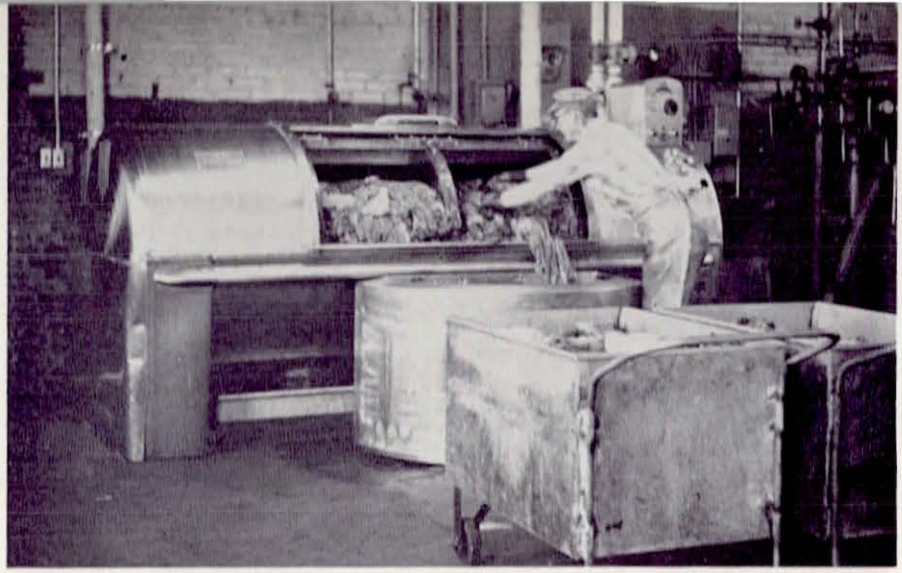
Wiping rags, from all points on the NP system, are renovated by the Stores Department at the Livingston, Mont., shops. During the 12-month period the one-man-operated laundry in the shops processed 437,500 lb of soiled rags. The process produced 273,973 lb of clean rags. The difference in weight represents a small amount of torn rags unfit for further use, plus the soil, dirt and grease removed by the cleaning. The dollar-saving figure is based on a comparison with the cost of commercial cleaning.

Soiled rags are shipped to the laundry in 50-gallon drums, weighed in 350-lb lots and placed on a wheeled platform at a 42- by 84-in. Troy Slyde-Out washer. The rags are placed in a four-compartment cylindrical perforated drum which revolves in the washer. The drum changes direction of rotation at predetermined settings of the Troy Fullmatic controls. The washer operates for about one hour.

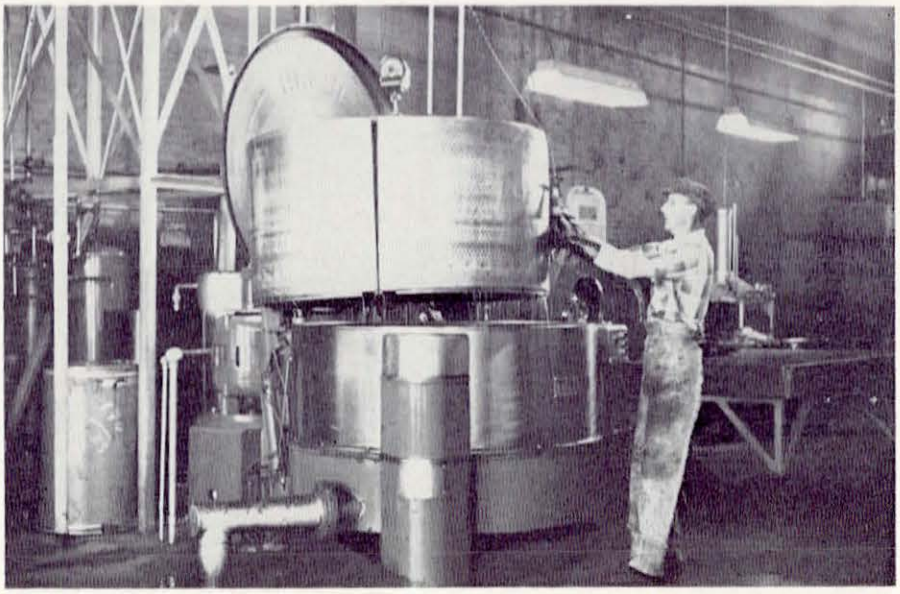
The washer washes on a low water cycle, rinses on a high water cycle, and requires 100 gallons of soap and water mixture for an 8-hr operation. Six loads require 84 lb of soap, which is automatically fed into the washer. The soap is made by the NP to its own specification.

After the rinsing phase, the rags are placed in the 54-in. Troy spin dryer in a two-section steel basket. The dryer, set automatically for a 15-min operation at 750 rpm, removes most of the water from the rags. The damp rags are then placed on the wheeled platform in front of two 42- by 42-in. Troy Minute-Man Jr. Tumbler dryers. Half the load (175 lb) is placed in each machine. Steam pressure on the dryers is 125-lb maximum, and the temperature is set for 215 deg F. When the temperature in the dryers reaches that point, drying is finished, rags are ready for shipment.

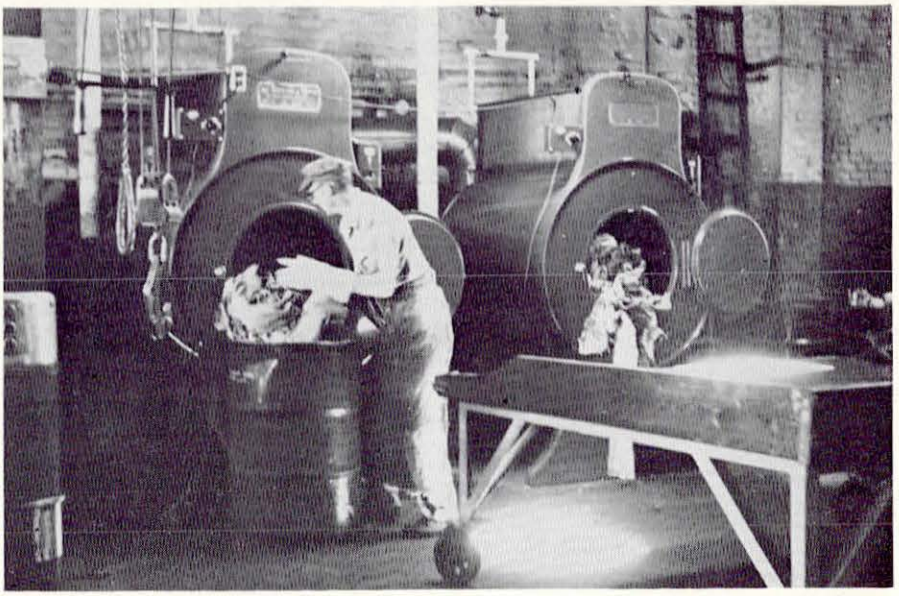
All Troy equipment used in the laundry is stainless steel, and is manufactured by Troy Laundry Machinery, East Moline, Ill.



**CLEANED WIPING RAGS** are removed from washer and placed in the two-section cylindrical drum for spin-dry machine.



**SPIN DRYER** operates automatically for 15 minutes at 750 rpm to remove excess rinse water from the wiping rags.



**DRIED RAGS** are removed from tumbler dryer direct to 50-gallon steel drums for weighing and shipment.

# Suggestion Systems Help RRs, Employees

► **The Story at a Glance: Employee suggestion systems have a dual purpose: (1) to reward employees for initiative and inventiveness, and (2) to improve railroad operations and service. Here, for example, is how two smaller railroads—the Elgin, Joliet & Eastern and the Chicago & Illinois Midland—have found that suggestion systems pay off handsomely, to the railroads in the form of more efficient operation and better service to shippers, and also to the employees.**

A signal employee of the Elgin, Joliet & Eastern received $484 for his suggestion about converting salvaged interlocking relays to usable neutral signal relays. Although this was the largest award ever made to a signal department employee of the "J," it was typical of the kind and amount of awards being made under the road's suggestion system. As with any suggestion system, the amount of the award depends upon the merit of the suggestion.

The minimum award on the EJ&E is $15 and the maximum award $5,000 for an accepted suggestion leading to tangible savings. Awards for suggestions leading to intangible benefits range from $15 to $100.

The awards for suggestions producing tangible savings are calculated on the basis of 20% of the first year's net savings. In determining net savings, the cost of installation is deducted.

The $484 signal employee award is for just one of many worthwhile suggestions by signal and communications department employees that have been accepted and installed on the railroad, says W. K. Waltz, signal engineer. "The employee suggestion system has stimulated much interest among the employees of the signal and communications department," he comments.

The EJ&E suggestion system was begun in 1957. All non-management employees are eligible to participate. Mr. Waltz enumerates the purposes of the suggestion system and describes its operation as follows:

- "To reward employees for worthwhile suggestions.
- "To give recognition for individual ingenuity and creativeness.
- "To improve employee-employer relationships.
- "To benefit employees and the railway by the adoption of worthwhile suggestions.

"A suggestion is defined, for the purposes of our program, as a proposal of a definite idea which will lead to establishment of new or improved practices, services or facilities leading to improved safety; reduction of cost, waste, spoilage and maintenance, or possibility of accidents or fires; improved quality of service; increased output and improved quality of power and equipment parts; conservation of materials, energy, power, and time; improved methods of operation, and the handling and procurement of materials and supplies; and development of new ideas to increase sources of railway revenue.

"When a suggestion seems to have patentable features it is withdrawn from the suggestion system procedure and handled by the railway patent representative. If it is found that a patent cannot be obtained, the suggestion is reentered into the suggestion system.

"Suggestion boxes are located at strategic points along the railway. The employee jots down his idea on a numbered suggestion form, tears off a duplicate numbered tab for his record, and places the form in the suggestion box. It is not necessary that he sign his name to the form. If the employee identifies himself, he is sent a thank-you letter.

"The suggestion forms are picked up each day and sent to the department head affected by the suggestor's idea for study and to recommend acceptance or non-acceptance. The suggestions are then turned over to the division suggestion committee, which votes on acceptance or non-acceptance and amount of the award. If the division suggestion committee does not agree with the department head's recommendation, it is referred to the general suggestion committee. The vote of the general suggestion committee is final. When a suggestion is not acceptable and the employee has identified himself, he is sent a letter stating the reasons why his suggestion cannot be accepted. Numbers of accepted suggestions are posted at each suggestion box. The employee checks these lists to determine his success."

On the Chicago & Illinois Midland, there is no fixed minimum or maximum award, says H. D. Hahn, assistant chief engineer. The suggestion committee determines the amount of the award after considering the following factors:

- Originality, ingenuity, thought involved, and research study made.
- The effect on public relations through improved handling of shipper problems, improved service, and better public understanding of company policies.
- The effect on employee relations through better working conditions, and increased interest on the part of the employee in his job and in the company.
- The effect on the cost of doing business through improved methods of handling materials, reduction of waste, and simplification of operations.

"Employees of all departments are eligible to participate, except management personnel and supervisory employees under certain conditions," Mr. Hahn emphasizes. "In general, supervisors cannot submit suggestions regarding work and activities over which they have direct control.

"The administration of the suggestion system is handled by a suggestion committee made up of a chairman, vice chairman, secretary and management representatives from the various departments. This committee is appointed by the president of the railroad. All members except the secretary are eligible to vote on the acceptance or rejection of suggestions. The secretary is the only member of the committee who knows the names of the individuals whose suggestions are under consideration. The names of employees submitting approved suggestions and the amount of the awards are published in a company periodical and posted on company bulletin boards.

"Suggestion blanks and envelopes are available in stations, offices, shop buildings, and may also be obtained from supervisors or from the secretary of the suggestion committee. Suggestions may be submitted on most all phases of railroad business, including production, operations, public and employee relations, safety, improving methods of construction and maintenance, reduction of costs, elimination of wasted time or materials, improving clerical methods and systems, and improving tools and machines. Suggestions relating to collective bargaining subjects are not eligible for consideration; neither are suggestions relating to ordinary maintenance and repairs of specific items.

"The secretary of the suggestion committee determines if a suggestion is ineligible or not, and ineligible suggestions are immediately returned to the sender with explanation. Each suggestion is

## RAILROADING AFTER HOURS WITH JIM LYNE

**TRAIN CREWS IN DENMARK**—In our affiliated publication, International Railway Journal (published at The Hague) I recently raised the question as to the minimum train crew needed for safe operation. Niels Sloth of the Danish State Railways has replied that railcars or trains pulled by a diesel have only one man in the cab (two still required on steam locomotives). As far as safety rules are concerned, this one man—the locomotive engineman—is the only crewman required.

As a matter of practical operation, however, at least one more man is usually on the train—either on the engine or the train proper. Light locomotives usually are manned only by an engineman. Freight trains have two men—an engineman and a trainman. Passenger trains (whether they are rail cars, multiple-unit electric or pulled by diesel locomotives) have an engineman and at least one trainman (more as necessary, if needed for operating reasons). As far as I can learn, the safety record of the Danish Railways is satisfactory.

By agreeing to keep two men in the cabs of passenger diesel locomotives, U.S. railroads have gone further than the requirements in this respect of practically all leading European railroads.

**THESE 'PROSPEROUS' RAILROADS**—I have received from Henry Lyne, president of Security Research Bureau of Philadelphia, a copy of his annual tabulation of traffic and revenues of principal railroads. (Henry's not kin to me, but I'd be proud if he were.) This report shows road by road and by territories 1961 traffic and earnings, compared to 1960 and the 1947-49 average.

Operating revenues of railroads as a whole were only 2.3% more in 1961 than the 1947-49 average. Eastern roads were down 11.6%. Pocahontas lines were up 9.4%. The South showed 9.3% on the plus side. The West was up 12.3%. Nine railroads showed increases of 20% or better. Eight of them were down 20% or more.

Along with the booklet by Pierre Bretey I mentioned in this corner on Sept. 17—this summary by Mr. Lyne presents the complete answer to those who are contending that railroads are prosperous. Incidentally only one railroad in the whole list showed an increase in passenger revenue—that is the Burlington, up 11.5% over 1947-49.

**ODD-BALL STATION NAMES**—I have a letter from Wilfred Hall of the Belfast & Moosehead Lake "down" in Maine (which always seems "up" to me). He encloses a letter from Natchitoches, Miss., and is highly surprised that it is pronounced "Nak-i-tosh." He is equally astonished that Piqua, Ohio, is pronounced "Pick-way." He wonders how many of us know how to pronounce some of his Maine places—such as Calais, Presque Isle, Machias, and so on. I don't know, but hardly anything in the way of pronunciation would surprise me. The outer reaches of the English language are like Chinese—no connection between the written word and the sound of it.

Any railroad that doesn't have one or more station names that nobody but local people can pronounce aright just can't be much of a railroad. Incidentally, I see from a speech by President Donald Gordon of the CNR that, at the recent Canadian National Exhibition, they celebrated "Transportation and Commercial Travelers' Day." That "commercial traveler" label seems to be on the way out, like the steam locomotive. Remember back in the livery stable days when they used to call these fellows "drummers"?

**W. P. KENNEDY IS RETIRING**—I note with regret that Parker Kennedy, head of the Trainmen, is fixing to retire. While there are plenty of railroad policies on which Mr. Kennedy and I have not agreed, over the years, I have never failed to respect him as a loyal railroader.

I first became well acquainted with Mr. Kennedy at the time of the annual dinner of the Federation for Railway Progress—at which Mr. K. was the principal speaker—back in 1956. There were a lot of legislators and other government officials present, and the speech they heard was as pro-railroad a pronouncement as (I suspect) has ever been uttered.

When you get right down to it there are, basically, two kinds of railroaders—the dedicated ones and the others. I've always felt that WPK belonged to the first group.

numbered, and the sender keeps a stub marked with same number as the suggestion blank. The original copy of a suggestion which qualifies is kept in the secretary's file, while duplicate copies, without the name of the sender, are made for use in its further consideration.

"These duplicate copies are used by investigators in the department of the company concerned with the subject matter of the suggestion. After thorough investigation and evaluation of the suggestion by the department head and his investigators, it is returned to the secretary with their comments and recommendations. The suggestion is then presented to the suggestion comtee for its consideration and disposition.

"The suggestion committee meets approximately once a month to consider and dispose of suggestions which have been investigated and returned," the C&IM assistant chief engineer concluded. "The frequency of these committee meetings depends on the rate at which suggestions come in, and the quantity to be handled at any one meeting. The suggestion committee determines the amount of the award on approved suggestions, and suggesters are immediately notified by the secretary if their suggestions have not been approved, along with the reasons they were not accepted."

# SP Adds Automatic Train Dispatching

Construction is now under way on 112 miles of centralized traffic control between Lathrop and Fresno, Cal., by the Southern Pacific. This section, to be controlled from a machine at Bakersfield, will be part of SP's automatic train dispatching system. Under this system, trains progress themselves through CTC territory, automatically making meets as they arise. In the automatic section now in service between Fresno and Bakersfield, 108 miles, more than half the meets are being made non-stop.

Railroad crews are at work on the eastside mainline that runs north to Sacramento. Between Lathrop and Fresno crews will install 10 controlled passing sidings, each 1.6 miles long and spaced about 9 miles apart. Later this year, the existing 40-mile stretch of conventional CTC between Stockton and Polk (near Sacramento) will have its three 6,000-ft sidings extended and will be integrated into the new automatic CTC system, known as automatic train dispatching on the SP.

Discussing the Lathrop-Fresno sec-

tion, William D. Lamprecht, vice president of system operations, said the road had sought wherever possible to eliminate train meet sidings from built-up sections of communities along the railroad and to relocate or build new and longer sidings at the outskirts or in open country where there is little or no highway cross-traffic. Those tracks once used for meets which are not being removed will be retained for use in serving local industries.

When this San Joaquin valley automatic CTC program is completed, the SP (including the StLSW) will have over 2,500 miles of CTC.

## RRs to Hire More Engineering Grads

The number of engineering graduates employed by railroads will rise 6% during the next decade, according to a report of the Engineering Manpower Commission. Sponsored by 15 professional engineering societies, EMC surveyed 517 companies and government organizations employing 287,630 engineering graduates, technicians and physical scientists. In the same period, Dec. 31, 1961, through 1971, the number of physical scientists employed by the railroad industry is expected to decline by 17%.

By comparison, the figures for the entire survey showed an anticipated 45% rise in engineering graduates to be employed by all industry and government. The increase for physical scientists was pegged by the survey at 57% by 1971.

The railroad ratio of one technician for every two engineers compares with the overall survey ratio of two technicians for every five engineers.

## Dividends Declared

**BESSEMER & LAKE ERIE.**—$1.50 preferred, 75¢, semiannual, paid Oct. 1 to holders of record Sept. 14.

**CAROLINA, CLINCHFIELD & OHIO.**—Guaranteed, $1.25, quarterly, payable Oct. 19 to holders of record Oct. 9.

**CHICAGO GREAT WESTERN.**—5% preferred, 62½¢, quarterly, paid Sept. 29 to holders of record Sept. 21.

**CHICAGO, ROCK ISLAND & PACIFIC**—reduced, 25¢, quarterly, paid Sept. 30 to holders of record Sept. 21.

**PIEDMONT & NORTHERN.**—$1.25, quarterly, payable Oct. 20 to holders of record Oct. 5.

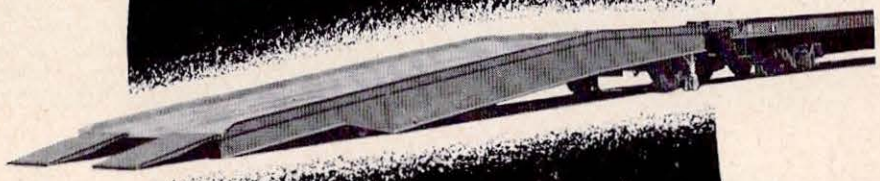
**SEABOARD AIR LINE.**—40¢, quarterly, paid Sept. 27 to holders of record Sept. 17.

**SOUTHERN.**—Stock trust certificates, $2, semiannual, paid Oct. 1 to holders of record Sept. 14.

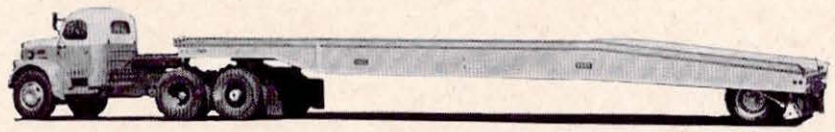
**WESTERN MARYLAND.**—Common, 25¢, quarterly; 7% preferred, 70¢, quarterly; 5% preferred, 15¢, quarterly; 4% preferred, 40¢, quarterly, all paid Sept. 28 to holders of record Sept. 21.

**WHEELING & LAKE ERIE.**—Common, $1.43¾, quarterly; 4% prior lien, $1, quarterly, both payable Nov. 1 to holders of record Oct. 5.


PORTABLE TOFC RAMP



Can be used at any track location, passing or end. ■ 10 minutes set-up time. Works equally well on curved or straight track. Can be moved over highway with any type truck tractor equipped with fifth wheel. Flag car not necessary. ■ Particularly designed to handle trailers with limited ground clearances. ■ Height adjustable to any type piggy-back flat car. Transverse rail model also available. ■ Call, write or wire factory for additional facts, specifications.



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# Canadian National Dedicates Its

► **The Story at a Glance: Last week saw the official opening of the Canadian National's new Symington yard at Winnipeg, Man. The $23-million facility, which has been four years in constructing, is one of four automatic retarder classification yards conceived in 1951 under the railroad's yard modernization program. Automatic yards at Moncton and Montreal are in service, and a new yard at Toronto is under construction.**

Symington yard, Winnipeg, Man., named for a former Canadian National director, was dedicated last week. The new facility, which had been in operation for over a month, is a modern automatic retarder classification yard with its attendant servicing facilities including a new diesel shop and car repair shop.

CN officers estimate that the time required to place freight cars for unloading after arrival in Winnipeg is reduced by as much as 50%. Terminal time on traffic moving through Winnipeg to eastern or western destinations is cut by about 30%. The new yard is able to receive, classify and dispatch as many as 7,000 freight cars per day.

Heart of the new facility is the 62-track classification yard which has a double hump permitting simultaneous classification of two trains. This yard is equipped with General Railway Signal's Class-Matic system, which includes automatic switching and automatic retarder controls. Thirty class tracks are used for local cars destined to the Winnipeg area, and 16 class tracks each are for westbound and eastbound cars. Class track capacity ranges from 31 to 125 cars. East and west receiving and departure yards total 24 tracks with 2,874-car capacity.

Symington yard is the result of many months of planning and negotiations brought about by the inadequacy of previous yard facilities. Yards at Fort Rouge, Paddington and Transcona as well as east yard behind the CN's depot were reaching their practical limit of capacity because of a steady, annual increase in traffic volume. If these yards were extended, it would still be a multi-yard operation which entailed a greater cost per car handled and left little possibility of improved service to shippers. A fully integrated classification yard was considered the best solution, and a tract of land in St. Boniface, partially occupied by Paddington yards, was secured by the railway. Construction of the new yard began in September 1958 and it went into operation a little over a month ago.

Among other new communications facilities provided at Symington yard, closed circuit television is being used for car checking of inbound trains. TV cameras in a sheet metal building are at the entrances to both east and west receiving yards. As the cars of an inbound train move past the cameras at a slow speed, the picture is transmitted to receiving sets in the main yard office where a clerk records car initials and number into a microphone of a magnetic disc recorder. Later, the recording is transcribed and the list is checked against an advance consist list.

Other communications in the yard include a 102 talk-back speaker system; five radio systems consisting of 15 base stations, 50 pocket transmitter-receivers and 10 4-channel locomotive sets; teletypewriter; automatic dial telephone system including a private automatic exchange ; paging system at each of the hump buildings and intercom systems in the diesel and car shops.

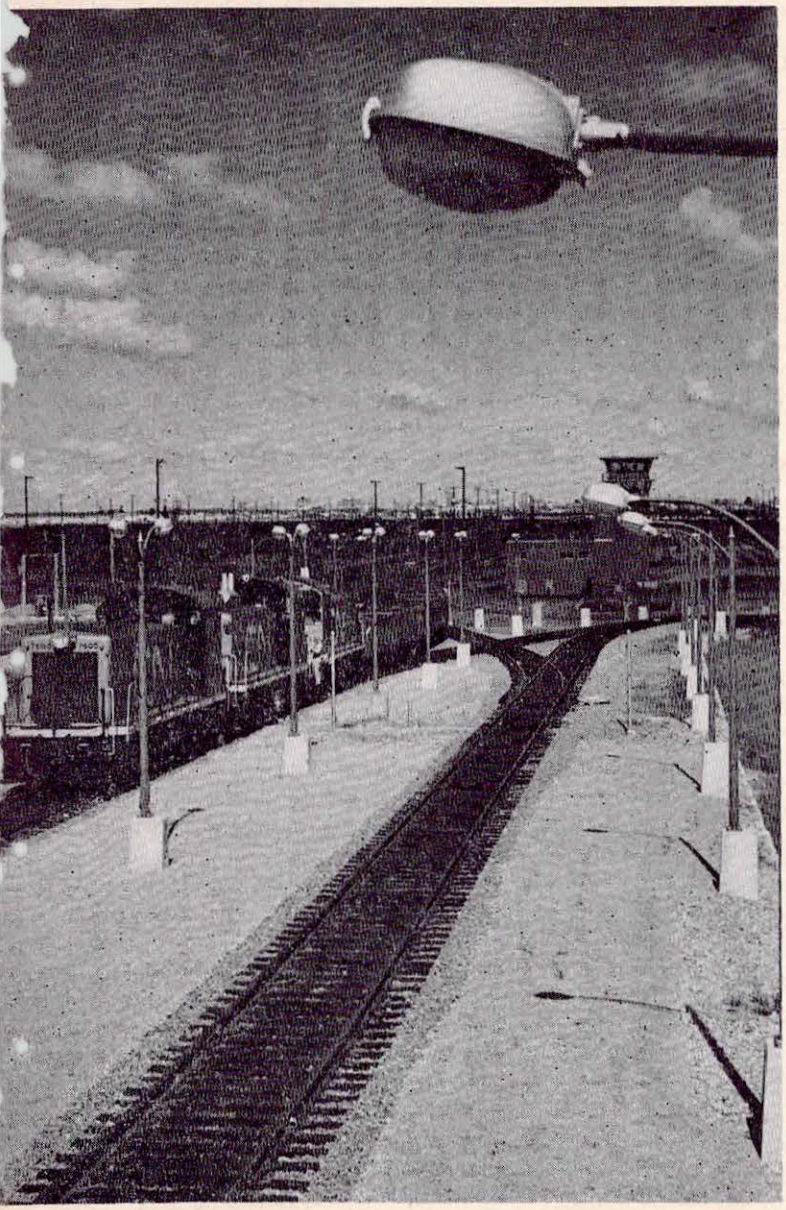
In addition to transmitting switch lists to the hump office, the teletypewriter equipment in the hump office writes car labels at the rate of 100 upm. The labels are stapled to the outside of cars as the cars near the crest of the hump. One such label is sufficient to direct the freight car's movement from loading station to destination. It contains such information as car initial, number, contents, consignee, destination and block and zone numbers.

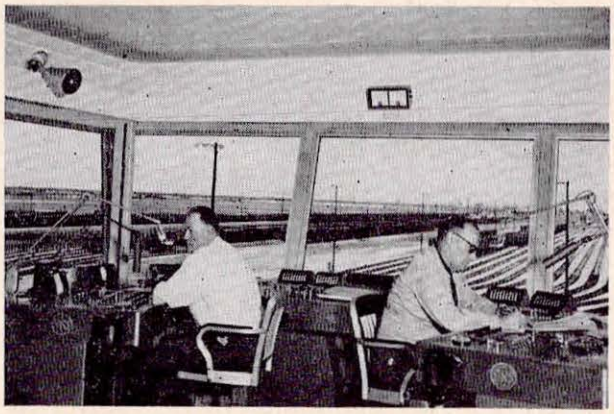
Because of the dual hump permitting simultaneous classification of two trains, there are two hump conductors' offices at the crest, and two retarder operators' controls in the retarder tower (see cover).

Instead of conventional switch lamps, Symington yard employs new reflectorized markers to show the direction in which a switch is lined. The targets are diamond-shaped green and yellow plates which rotate during operation. There are 337 switches in this yard including power, spring and automatic hand-throw types. The latter can be run through without damage to the switch. To keep switch points free of ice and snow in winter, a total of 160 gas switch heaters have been installed.

The hump at Symington yard is 32 ft above ground level at its crest. The grade at the crest is 6%, 5% throughout the master retarder and 1.8% at the entrance to the class tracks. The body of the class tracks is on a 0.3% downgrade which is just sufficient to keep a loaded box car rolling at 1 mph. To keep cars from fouling the leads at

# New $23-Million Automatic Yard





**RETARDER OPERATORS** monitor humping operations. One operator's console is for 30 class tracks and the other is for 32 class tracks.

**TV CAR CHECK** is made of inbound trains by clerk who records initals and numbers. Transcribed list is compared to advance consist list.

**DUAL HUMP** enables two trains to be classified simultaneously. With normal humping speed of 2 mph, it is possible to classify 480 cars per hr using dual hump.

the bowl end of the classification yard, spring-activated inert retarders were installed at the end of each class track.

The new freight classification yard is lighted by 900 mercury vapor floodlights which turn night into day over an area of 275 acres. Sensitive photoelectric cells located at strategic points in the yard automatically turn the lights on at dusk and turn them off again with the coming of daylight. Fixtures are mounted on top of 75-ft wooden poles for general area lighting, and at various other heights on steel poles where higher levels of illumination are required. Floodlights atop the poles are relamped by means of a giraffe aerial platform truck.

The majority of the 108 miles of track in this CN yard is composed of 100-lb rail, although 132-lb rail is used over the hump and through clearance on the classification yard. Welded rail makes up 74 miles of track in the yard, of which 62 miles are composed of 500-ft lengths with 78- and 99-ft lengths making up the remainder.

Modern facilities are provided for maintenance-of-way and car cleaning at Symington yard. The maintenance-of-way yard consists of three stub tracks of 17-car capacity as well as office and storage buildings. Between 45 and 60 section men are responsible for maintaining track in the yard, which has been split into three distinct sections for M/W purposes. Men and material are transported by truck to their sections. Such track equipment as power tampers and ballast regulators are repaired in the heated storage building. It is here, also, that track maintenance equipment is housed.

The car-cleaning yard is near the car repair shop and consists of two platforms. One is for cleaning refrigerator cars, the second for other freight cars. Steam, water, vacuum cleaners and a metal chopper are within easy reach. The supervising foreman has a small office on one of the platforms.

Symington yard covers 628 acres and is about 2.5 miles long and one-half mile wide. The yard has 4.5 miles of paved roads, 10 miles of gravel roads and about five acres of paved parking areas.

The material used in grading during construction of the $23 million yard included 2 million yards of clay fill; 400,000 yards of pit run gravel; 200,000 yards of crushed gravel; and 250,000 yards of crushed rock.

Twelve major buildings were erected in the yard, including car and diesel shops, four towers, main yard office and auxiliary services. Built under the hump is a structural plate tunnel, 16 ft in diameter and 170 ft long, which permits vehicles to pass from one side of the yard to the other.

# New CN Shops Serve Cars, Locomotives

One of the most modern diesel repair shops in Canada, the 335-by-310-ft structure can accommodate 40 diesel units at one time and is the largest building in Symington yard. There are nine tracks entering the shop from one side and 11 from the other. The two groups of tracks are separated by a wide midway section which contains the general offices and utility center. Most diesel shops have straight-through tracks, but the arrangement at Symington provides for quick distribution of parts and is more convenient.

Diesel locomotives are switched into the shop, spotted over the 20 work bays, and subjected to one of four routines: trip inspection, mileage inspection, intermediate inspection or heavy repair. Very heavy repairs, such as replacement of complete sets of power assemblies, are carried out at CN's nearby Transcona motive power shops. There is limited space in the Symington shop area for servicing mechanical refrigerator cars and steam generator units.

## Mercury vapor lighting

The huge shop area is lighted by mercury vapor lamps, and CN's electrical engineers designed the setup so the highest possible working level of illumination is maintained. The building is steam-heated, while unit heaters above each track door ensure that their opening and closing in winter will not affect the temperature in the shop. Ducts suspended from the steel ceiling framework suck diesel exhaust fumes out of the building.

The utility center, in the middle of the shop, consists of a basement and two floors on which are located a laboratory for testing lubricating oil and water, a machine shop, extensive stores area, general offices, instruction room, booking-in room for enginemen, and a medical treatment center staffed by a registered nurse.

Communications also enter into the operation of this modern shop. In the general office is a console from which the shop foreman is able to talk to his employees whether they are in the building or out in the diesel repair yard. Talk-back speakers in the yard provide the men with means of ready response to the foreman's call.

As a train enters the Symington freight classification yard, it heads into one of several receiving tracks where its locomotive is detached. The unit moves to an open-air inspection center for examination and servicing.

If any repairs are needed, the unit enters the diesel shop. If not, it is refueled and resanded from nearby facilities, after which it moves into the departure areas to start another haul.

The thousands of freight cars reaching CN's Symington yard daily are inspected thoroughly as they enter the yard and, if found to be in bad order, are switched to a big car repair shop for servicing.

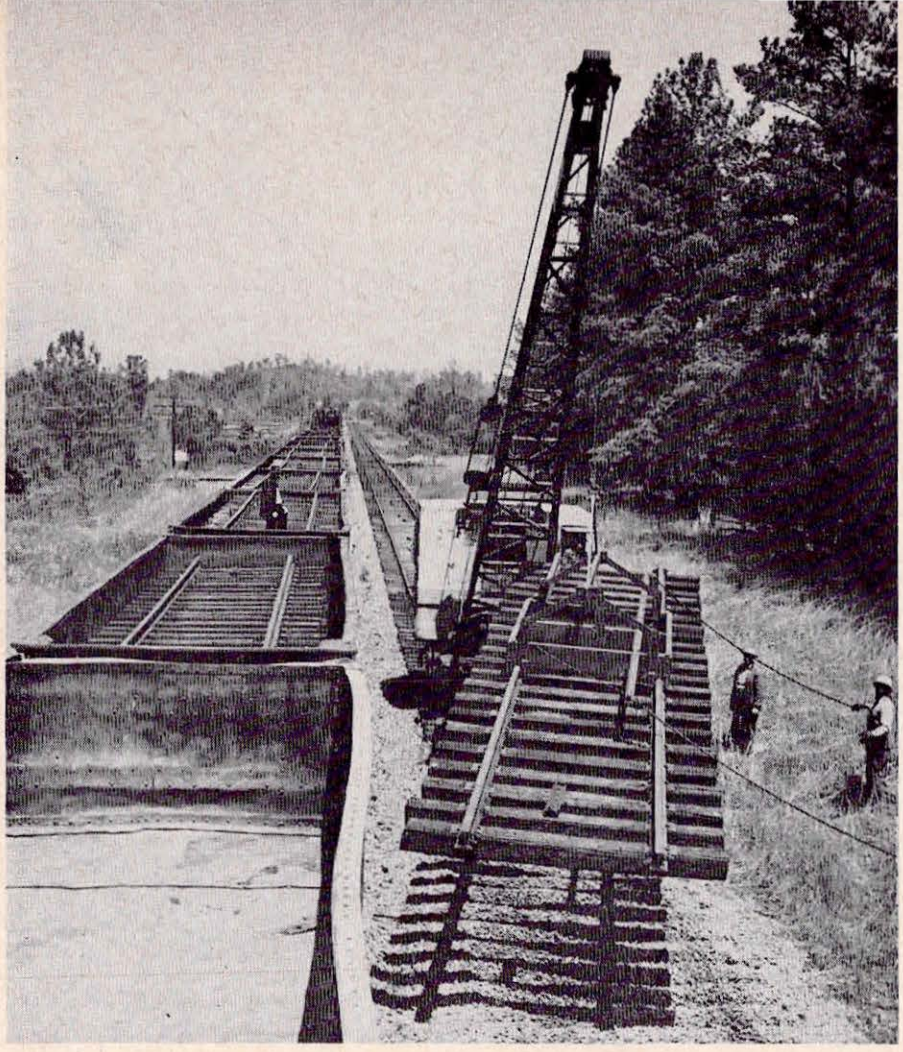
The Symington car repair shop contains six straight-through tracks, each of which accommodates four freight cars. Work continues around the clock (as is true in the diesel shop) and there is a continuous flow of cars from the shop seven days a week. Capacity is about 150 cars daily. Bad order cars are placed into and pulled out of the modern shop by a Trackmobile.

Each of the six tracks is designated for a certain type of work. Cars requiring heavy repairs are spotted on one. Cars requiring types of light repairs are worked on the other tracks. One track is maintained for the repair of work equipment.

The shop itself is well lighted and has the largest natural gas-fired infrared heating system in Canada. Suspended from the steel ceiling framework of the large building are 159 radiant heating units, each of which produces from 24,000 to 48,000 Btu per hour. The shop also contains four portable infrared heaters. There are banks of heaters just above the six doors at each end of the shop. These throw down a heat barrier whenever the doors are opened, thus preventing heat losses that normally would unbalance heat distribution throughout the rest of the shop.

On either side of the track space are modern facilities for carpenters, machinists, welders, sheet metal workers and pipefitters.

A communications console in the main office enables the shop foreman to contact any employees whether they are in the shop or out in the car repair yard. Outside speakers mounted on poles permit two-way conversations.



**LIFTING DEVICE** consists of rectangular frame, 7 ft long, with special rail tongs at each corner. Gripping action of tongs is actuated by tension in crane line.

# L&N Moves Track in Panels for Fast Job

► **The Story at a Glance: The Louisville & Nashville was recently faced with the problem of taking up a considerable length of retired main track which was to be used in constructing a spur track. The job was simplified by handling the track in panels. The work was facilitated through the use of a special lifting device.**

Few railroads have so much rail on hand that they can afford to have it lie idle in some unused track. That is why, when the Louisville & Nashville recently installed a CTC system on one of its double-track lines, it immediately made plans for recovering the material from the retired track. Since the general tie condition on the retired track was good, it was decided to remove the track in panels and use part of it for constructing a new spur track near Corbin, Ky.

The first step was to adjust the rails in the track to be taken up to form track panels 39 ft long. The rail anchors were removed from the rail on one side of the track, the inside spikes pulled and the holes plugged. All joint bars were removed and a pair was spiked to the ties at each end of the new track panel. The bolts were reinserted in the holes at the rail ends and the nuts were temporarily applied by hand. A tractor was then used to pull one rail at a time to square up the rail ends. The spikes were then redriven, the poor ones being replaced by new spikes, and the anchors were reapplied.

Three miles of the panel track were picked up and loaded by a Burro Model 40 crane into cars of a work train on the remaining track. Five miles were loaded by a mobile crane and one mile by a crawler crane. As used, the Burro crane backed up on the track being recovered, lifted the panels out of the ballast and placed them on the car. The other cranes moved forward on the roadbed while lifting and loading.

A special lifting device, developed by the Delaware & Hudson, was used to facilitate the loading. The device consists of a rectangular steel frame, 7 ft long, with projecting steel lugs at each corner, which engage the field side of the panel-track rails, and opposing notched dogs which engage the underside of the rail heads on the gage side. The latter are pivoted on the steel frame and are connected by linkage to a triangular lifting bail so that, when the bail is lifted, the four dogs simultaneously grab the rail head. A steady lift picks up the entire panel.

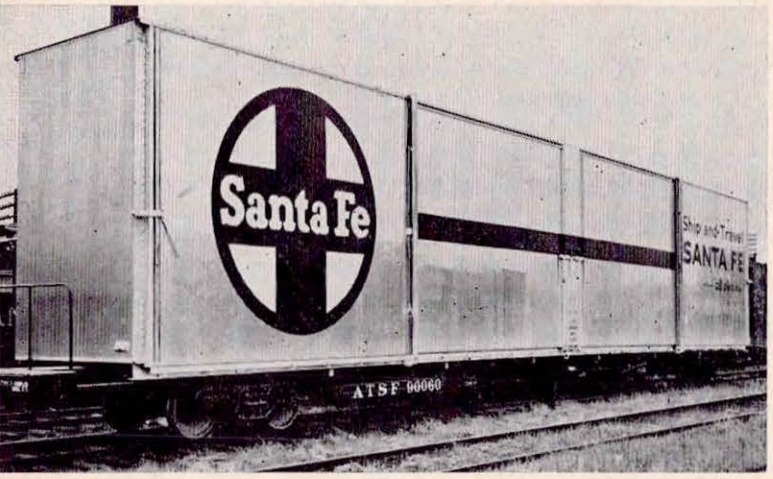
To release the rail dogs after a panel has been loaded into a car, the crane operator slackens the line. This permits the triangular bail to settle and its horizontal bar to engage a spring-actuated hook below it. The hook movement automatically releases the rail dogs and the operator can then hoist the lifting device from the car. Moving his machine into position for the next panel the operator again lowers the device over the rails. Men on the ground assist with guide lines to place the device in the proper position. Pulling a lever releases the hook from the bail and the spring automatically resets the rail dogs.

Several methods were used in the construction of the spur track. The best method, according to the construction engineer on the job, was to have the Burro crane tow a car loaded with panels to the end of the track. The crane then lifted a panel from the car and set it down on the ground alongside the car. Backing up, the crane operator slackened his line and at the same time swung his boom to the forward position. He then lifted the panel and laid it at the end of the track where it was bolted up. The engineer reports that this proved faster than holding onto the panel and raising the boom to shorten the radius while swinging the panel around the crane.

Another method was tried with the track panels loaded on flatbed trailers. The trailer traveled in advance of the Burro. When a track panel had been lifted, the flatbed trailer was moved forward to the next panel location. The crane then lowered its panel, which was then bolted to the track end.

In a few instances, when construction had been delayed, a mobile crane was used to unload the panels from the flatbed and to place them on the side of the embankment. The Model 40 crane then worked out of face in build- the spur.

**78-FT CONTAINER** is shown being loaded at Ford's Buffalo, N.Y., plant with initial parts shipment.




**FOUR 18-FT DOORS** permit access by fork-lift truck for loading and unloading of small containers.

# Santa Fe Gets Super Container For Auto Parts

Santa Fe's super container began riding the rails Sept. 19. The road's new 78-ft aluminum container, 20 ft longer than the average box car, has a capacity of more than 9,500 cu ft. Built by Pullman-Standard to meet specifications of the Ford Motor Co., the unit is designed to carry auto parts and body stampings.

The super container, a new concept in rail transportation, represents a year-long joint development effort by Ford, the Santa Fe and Pullman-Standard. The equipment went into a six-month service test at Buffalo, N.Y., with an initial shipment of sheet metal body parts for Ford's assembly plant at Lorain, Ohio. It will be used between Ford facilities throughout the country during evaluation runs.

The one-piece container is mounted on an 88-ft, 70-ton skeleton container car, built by Pullman-Standard for the Santa Fe. The car is equipped with a Hydroframe-60 hydraulic cushioning arrangement between the car center sill and container body to permit 30-in. travel of the container in either direction.

Rollers on the center sill and at the ends of the outriggers, which are welded to the center sill, support and facilitate movement of the container. Smaller containers designed by Ford fit snugly in the large container and require no special load restraining devices. The large container can be lifted bodily from the car, or loaded and unloaded while on the car. Each side has four 18-ft sliding doors which permit easy access by fork-lift trucks for loading and unloading small containers.

The container lightweight is 33,400 lb.; inside width is 9 ft 2 in., and inside height 13 ft 6½ in.

# How CSS&SB Turned Red Ink Into Black

► **The Story at a Glance: Chicago South Shore & South Bend moved into the black for the first time in four years with a modest $7,443 net profit in 1961. Indications point to even better days ahead for the South Shore, William P. Coliton, president, told a Railway Age reporter. Mr. Coliton listed five major reasons for the change from red- to black-ink operations—among them are cost trimming and the streamlining of paper work—and indicated why he thinks the future looks bright.**

It was no accident that the Chicago South Shore & South Bend's first annual profit in four years came in the first year of William P. Coliton's reign as president and general manager.

Many factors were responsible for the upswing in the fortunes of the 90-mile electric line, Mr. Coliton told Railway Age. He did, however, single out five major reasons for the improvement:

● "The most important change was the modernization of our clerical force and the streamlining of paper work. Much unnecessary clerical work being done by various departments was eliminated. The South Shore did not have a full-time president prior to my election as president in January 1961. Consequently, the various departments worked somewhat independently and there was duplication of paper work. By coordinating activities we were able to cut down on paper work and still maintain adequate reports for management's operation of the railroad.

● "Secondly, we were able to spin off some unprofitable operations. Food concessions in four depots were modernized to eliminate a $2,000 monthly loss. An outside agency installed vending machines. By renting the space these machines occupy we are guaranteed a monthly income instead of a loss.

● "Third, we spent some money to modernize track equipment and increase efficiency. We now employ approximately 600 people on the property, compared with 700 people a year ago. All this was accomplished with no reduction in maintenance-of-way or maintenance-of-equipment forces.

● "The fourth item was the reorganization of the traffic department to provide more supervision, more and faster reporting to off-line agencies and changing some personnel. This produced an increase in traffic.

● "Last, but far from least, we organized an industrial development department. Some new industries were located on our lines from which we are now receiving business. This helped improve our revenue situation."

Because of the territory served by the road, industrial development will play an important role in CSS&SB's future. Stretching southeast from Chicago, South Shore lines serve the Hammond-East Chicago-Gary industrial complex and the potentially important Burns Waterway Harbor on Lake Michigan. It has connections with New York Central and Grand Trunk Western at South Bend, Ind.

What has Mr. Coliton done to develop the revenue potential in this highly industrialized area?

"When I came to the railroad," he said, "I found there was no one in charge of industrial development. The work was being handled by several people. No one was directly responsible for the promotion or development of South Shore property that was available. By hiring a top industrial development man off another property [Chicago & Eastern Illinois' C. A. Ernst] we were able to set up an industrial development department whose sole responsibility and exclusive duty is that of industrial development. This produced a marked increase in the attention given industrial development. We put out a brochure which has received wide distribution throughout the country. We have been able to locate several new small industries. One large development will be announced shortly that should increase our tonnage considerably."

Why the unusual industrial expansion in the territory served by South Shore?

"Because of existing steel mills and oil refineries," Mr. Coliton pointed out, "the area is zoned and suitable for additional heavy industry. And this is the type that railroads can handle best. There has been no expansion in the small warehousing type industry or the electronic industry along our lines. Also, this is about the only area left in the Chicago industrial complex that is actively soliciting heavy industry. This is one of the best places left to grow and to expand in the whole Chicago metropolitan area."

WILLIAM P. COLITON

How does the South Shore fit into this picture?

"There is still a great deal of property available that is owned or controlled by the South Shore, particularly in the Hammond-East Chicago area where we own approximately 140 acres that is available for sale or lease. This area is zoned for heavy industry and is priced right for rapid development. We also have 80 acres in Gary and 80 acres in Michigan City. In South Bend there are 130 acres owned by the Airport Industrial Park being actively promoted by this group. The South Bend development is served exclusively by the South Shore. This does not include the potential of the 5,000 acres owned by Bethlehem Steel in the Burns Ditch area nor the potential of Calumet Harbor to which we hope to have access in the near future."

What will development of the Burns Ditch area mean to South Shore?

"The state of Indiana proposes to construct a public port on Lake Michigan—between the property on which Midwest Steel Division of National Steel has already constructed a steel plant and the property owned by Bethlehem Steel—to accommodate the two

properties, and also to handle grain and coal from the southern part of the state through an open port not encumbered by channels and bridges.

"The property has been deeded to the State of Indiana Port Authority. The Corps of Engineers has approved the site. When Congress appropriates the money to build the outer harbor we can look for the start of construction of this port. This should mean many additional car loads of coal, grain and other bulk commodities in addition to the traffic from satellite industries that normally build around any large, fully integrated steel mill."

What does South Shore think of the proposals of Senator Douglas of Illinois, who favors maintaining the Indiana Dunes (Burns Ditch area) as a recreational area?

Says Mr. Coliton: "There are presently many acres of undeveloped and unused land in Indiana that will more than adequately take care of the needs of the surrounding area, including Chicago, for many years to come, for recreational facilities. There is room in the area for both a large state park and industry such as Bethlehem proposes to construct. We hope Senator Douglas will let Indiana develop its own territory to the best advantage of the people in the area. We feel that we are capable of deciding what is to the best interests of the people of the state of Indiana."

What plans are being made to handle the traffic potential these developments will generate?

"In the construction of the Burns Waterway Harbor," says Mr. Coliton, "marshalling areas will be available for carload traffic in and out of the port. South Shore has adequate power and track facilities to handle much more freight and passenger traffic than we are now handling. Some new power might become a necessity if the volume of business expands to any appreciable extent. We do have some locomotives that we purchased second-hand from the New York Central. These have not been converted to our needs but give us a source of reserve power in case there is a great demand for additional locomotive power to handle increased traffic."

South Shore has some steep grades on its lines, especially between Chicago and Michigan City. Do you have any plans to overcome these grades in anticipation of handling increased tonnage?

"Grades are no problem on the South Shore. We never handle trains of over 70 cars because of the length of our sidings and the frequency of passenger service. We are not a heavy-drag railroad. All our trains are over-powered to get between stations in a hurry. We use the 5,000-hp 'Little Joe' locomotives built by GE for Russia and we have more problems feeding juice at sub-stations than with grades. We are now using a portable sub-station that we have installed, more or less permanently, between Michigan City and South Bend and this has solved most of our power problems."

South Shore recently purchased two Airslide covered hopper cars—the first new freight equipment bought by the line since 1949. Is CSS&SB planning any further equipment acquisitions?

"As various pools for handling specialized freight are organized and developed we hope to be able to place a small percentage of cars in these equipment pools to assure us of some part of the traffic that such pools can create. At present we have conversations going with several customers. We look forward to purchasing small amounts of highly specialized equipment."

## Piggyback possibility

Does South Shore, which hasn't entered the piggyback field, plan to offer this service in the future?

"We are continuing to investigate where we can best fit into the growing piggyback operations of the railroad industry. We feel we will have to fit into the picture, but piggyback rates are presently so low that, for the short haul involved in our operations, we could not economically involve ourselves in piggyback handling. But if toll rates and congestion within Chicago continue to increase, we could handle piggyback trucks from the Loop area to South Bend. Here we could either turn them over to connections or put them back on the highway and save a trucker considerable expense in getting in and out of Chicago. We are investigating this and hope to develop it in the not-too-distant future."

South Shore, however, isn't waiting, but is aggressively seeking new business now. First step was complete reorganization of the traffic department. Mr. Coliton explains:

"The main thing in reorganizing the traffic department was to get routine duties off the back of the vice president of traffic, thus freeing him to spend more time in the field, contacting customers and off-line solicitors. We also appointed a vice president of sales who has supervision over the off-line agencies and who spends a good deal of time on the road. This has materially increased contact between off-line agencies and the general office. It has also produced more revenue for us.

"We also streamlined car reporting. We eliminated some statistical work formerly done in the traffic department and transferred it to the accounting department. This gave the traffic department more time and energy for soliciting traffic, their prime function. We increased the passenger traffic sales force and strengthened the general office force by adding several solicitors in the Chicago area. Finally, we reassigned all territories in the Chicago area to eliminate whatever duplication of sales effort existed in the past."

Mr. Coliton calls the South Shore a "fifty-fifty railroad" since gross revenues derive half from freight and half from passenger operations. CSS&SB runs 65 passenger trains daily to handle 15,000 commuters between Chicago and its territory as far as Michigan City, Ind. What's ahead for South Shore's passenger service?

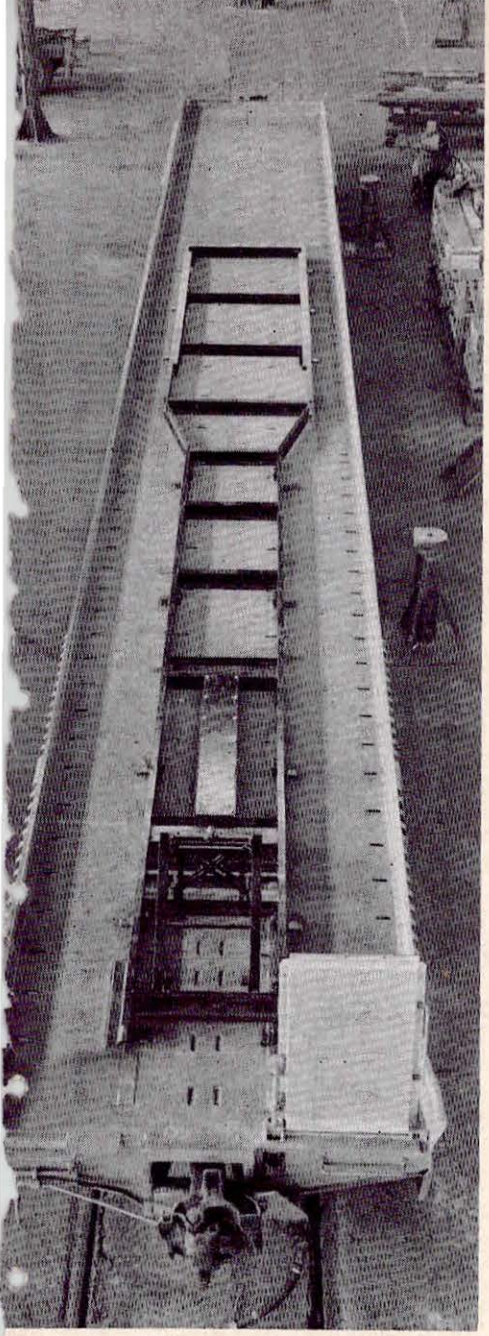
"We feel that the future of passenger service in this area is bound to get better. The area is growing rapidly. Within the next 20 or 30 years we expect the area between Chicago and Detroit will be one large city stretching through the whole area. The need for passenger transportation should grow. Chicago's Loop is expanding rapidly with construction of many new office buildings. This is bound to increase the demand for cheap, fast transportation between the Loop and outlying areas. There is still room to build homes in this area and, with the natural facilities that we have for suburban living, the area should continue to grow and produce increased passenger revenue. Also, elimination of the 10% passenger tax should help to put our passenger operation in less of a deficit position than it is now."

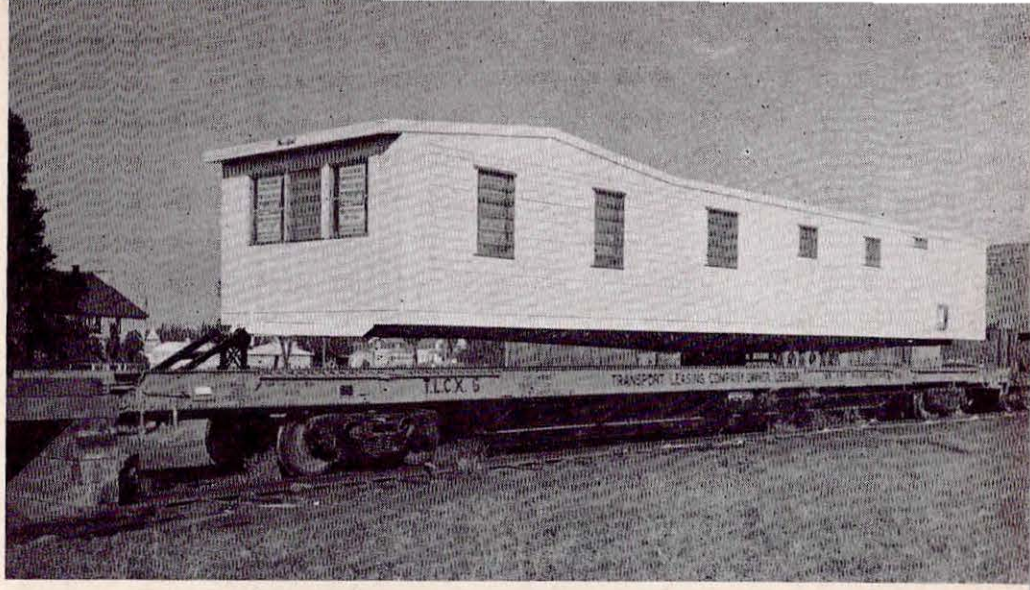
Does South Shore have any plans for diversification?

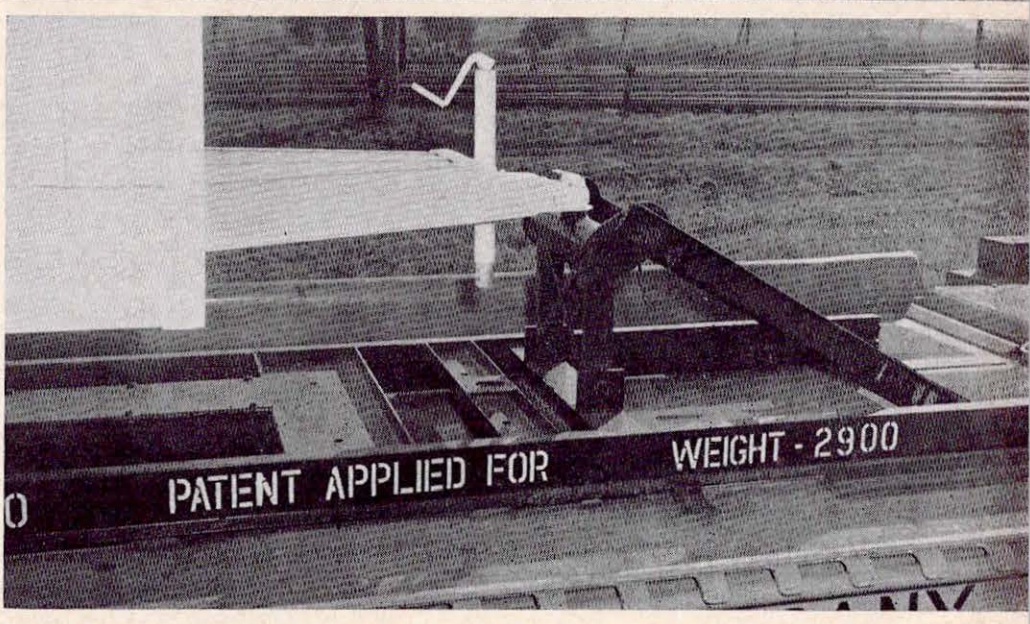
"As present we have no plans for getting into outside activities. We are trying to spin off some of the unprofitable ventures in which we were engaged in the past. We want to sell our subsidiary bus company which operates between Michigan City and Benton Harbor. We have gotten out of the restaurant business. We are concerning ourselves with the operation of a railroad, the business we feel best qualified to run."

Of the three electric lines that once served Chicago, why has the South Shore prospered while the Chicago, Aurora & Elgin abandoned its operation and the Chicago North Shore & Milwaukee is in the process of abandonment?

"Lack of freight business on the other two. I am not too familiar with the CA&E but from my position it is apparent that the basic problem with the North Shore is that it doesn't have enough freight business to offset its passenger deficit. The South Shore has the freight business to take care of its passenger losses."








**HOUSE TRAILERS** are big business—and Soo Line is going after its share with Protectoframe-40 flat cars. Photo at left shows the arrangement of the hydraulic cushioning device on a flat car equipped to handle trailers; photo above shows the kingpin arrangement (collapsible to allow end-loading). Soo will lease 20 Protectoframe-40s from Transport Leasing.

# For Trailers: Cushioned Ride

Soo Line is going after the transportation portion of the 15% or so of the U. S. housing dollar that experts guess is spent for house trailers. The railroad is leasing 20 Pullman-Standard Protectoframe-40 cars, equipped with P-S hydraulic cushion arrangements and a special kingpin stand outfit designed by Hammond Engineering, to handle shipments of house trailers originating on its lines. Soo Line decided to lease the cars from Transport Leasing Corp. after a successful P-S impact test Sept. 7 at Fond du Lac, Wis.

The tests were held with a 68-ft-by-12-ft house trailer weighing about 13,000 lb, manufactured by Marshfield Homes of Fond du Lac. Representatives of the Soo Line, P-S and Marshfield conducted the impact tests with an 85-ft Protectoframe car with a collapsible kingpin stand at one end, to allow lengthwise loading. Protectoframes were roller-mounted for lengthwise travel. The trailer was secured to the stand with the trailer's conventional kingpin lock arrangement with safety chains added for testing. Trailer axles were secured to the Protectoframe by cable ties over the inner and outer axles at each side of the car. This tie-down arrangement will be an integral part of the Protectoframe.

The trailer was loaded on the car with a tractor backing it into position. Loading and tie down time was approximately 20 minutes (compared to approximately six hours when loading on a conventional flat car).

Impact recorders were installed on the car and in the trailer. All impacts were made toward the kingpin load. The impact recorder readings through seven runs, from 3.5 mph to 10 mph, all registered in zone 1, or normal handling speed.

First shipment from Marshfield Homes arrived at Bismarck, N.D., on Sept. 14. The Bismarck dealer commented, "I have never seen a trailer arrive in such fine condition."

## KENNEDY BILL (*Continued from page 10*)

fact is that railroad-type transportation is no longer responsive to a substantial portion of the transportation requirements of agriculture, industry and commerce in this country. The reason why they fail to fit the pattern of transportation requirements has nothing at all to do with the 'dead hand of regulation.' What is involved is the rigidity of railroad service as compared with the flexibility of newer forms of transportation."

ATA's general counsel, Peter T. Beardsley, confined his presentation to a discussion of antitrust laws which S.3243 would substitute for minimum rate powers of the ICC. His general appraisal of this proposed set-up is that it would leave railroads "virtually free from the antitrust controls applied to other businesses." If the bill is enacted, it should be amended to put carriers under all antitrust statutes "rather than only the partial substitution" provided in the bill as now drafted, Mr. Beardsley said.

The ATA general counsel added that antitrust provisions like those in the bill "were of no avail when the railroads drove the independent water carriers out of business" prior to enactment of the Interstate Commerce Act's minimum-rate provisions which came in the Transportation Act of 1920. Thus, Mr. Beardsley rejects the contention that the same provisions will somehow prevent the same thing from happening again. The truckers "prefer to believe the lesson of history," he said, adding:

"The President's message stated that 'existing' laws against monopoly and predatory trade practices should be substituted for the ICC's minimum rate powers which the bill would erase. However, it is only too clear that the anti-trust provisions which the bill would apply to carrier practices do not begin to meet the standard contained in the President's message and that they will not protect against—to use his words—'predatory, discriminatory trade practices or rate wars reflecting monopolistic ambitions rather than true efficiency.'"

# Must Railroads Be 'Boy-Proofed?'

A Pandora's box full of grim portent for Chicago's railroads and, ultimately, for railroads operating in urban areas throughout the U. S. was opened early last month by Chicago Judge John J. Lupe when he turned down a railroad motion for directed verdict or a new trial in a recent circuit court decision. That decision, in effect, said that moving trains are an "attractive nuisance."

The well-established definition of what, at law, constitutes an attractive nuisance was cracked wide open by the ruling. The decision promises to be a bonanza for Chicago's prosperous clan of personal injury lawyers (their fees are ordinarily a third of the settlements given to plaintiffs). Should railroads thereby be forced to fence their urban operations, the ruling could cost already hard-pressed railroads hundreds of millions of dollars for "boy-proofing" property in major rail centers.

The decision opens the door to railroad responsibility for anything and everything that happens to minors on rail property. Pennsylvania Assistant Solicitor Cornelius P. Callahan, Jr., who handled the case for the defendants (the Pennsylvania, the Philadelphia, Baltimore & Washington and the Milwaukee railroads), says it could mean that railroads would automatically become the insurors of all minors setting foot on railroad property, whatever the reason, and that railroads would, literally, be forced into a financially ruinous need to fence right-of-way.

Central figure in the case (it's now being appealed to the Illinois Appellate Court) first came to the attention of Chicago railroads Oct. 17, 1958, when Henry Lee Edwards, then 12 years old, was picked up by a Chicago & North Western special agent and warned of the danger in playing on railroad property. C&NW wrote a letter to Edwards' parents, telling them of the need for keeping their son away from railroad property. (Observes Mr. Callahan: "There is a law which specifically prohibits minors from climbing on moving railroad trains—and there is a Chicago ordinance that also prohibits minors from flipping on moving trains.")

Seven months later, on June 12, 1959, Edwards (then 13 years old) and a 14-year-old companion climbed up on the elevated PRR-PB&W-Milwaukee right-of-way on Chicago's west side and flipped a ride on a northbound freight train. The youngsters jumped off and then got a ride on a southbound freight train. In jumping off the southbound train, Edwards fell beneath the train and lost both legs.

Louis G. Davidson, one of Chicago's leading personal injury lawyers, filed suit on behalf of young Edwards Dec. 31, 1959. After a petition to advance the case (because of hardship) was granted by the circuit court in February of this year, the case leap-frogged through the court's crowded schedule and came to trial last May 22. Superior Court Judge Lupe heard the case in circuit court and, after a two-week trial, the plaintiff was awarded $275,000 by the jury. On Sept. 5, Judge Lupe denied motions to set aside the judgment, or that a new trial be held, and the case headed for the higher courts.

In finding for the Edwards boy the court, in the words of one Chicago lawyer, "took a can-opener to the attractive nuisance doctrine." In effect, the decision said that trains irresistibly attract boys and that it is the responsibility of railroads to guard youngsters from any danger that might result from their operation. The PRR-PB&W-Milwaukee were held negligent because Edwards was able to enter their right-of-way. PRR's Mr. Callahan points out that the attractive nuisance doctrine had been previously applied only to stationary dangerous equipment. He notes that the new interpretation, if upheld, can also be applied to moving trucks and even personal automobiles. Conceivably, a minor on his way to a playground who happened to get hit by an automobile on a state highway could sue the state for maintaining an attractive nuisance.

As to injunctive relief, Mr. Beardsley disputed the contention that it would be an easy matter for an aggrieved motor carrier to obtain court redress against rail rates working toward monopoly. "Nothing could be further from the fact," he asserted, explaining that "injunctive relief is an extraordinary legal remedy and one which the courts very sparingly grant."

James F. Pinkney, chief counsel—public affairs, was another ATA witness. He, too, stressed the truckers' view that enactment of S.3432 would result in carrier competition of "the most ruthless and destructive sort," but he also announced ATA's position on various provisions of S.3242. He appraised some provisions of that bill as being of "great importance," but noted that they have received "very little attention because of the paramount importance of the minimum-rate deregulation bill."

The provision which would give regulatory authorities specific power to authorize rate experiments is opposed by ATA, Mr. Pinkney said. He noted that the truckers here agree with the ICC which has said it questioned "the wisdom of lending legitimacy to a basically unlawful proposal merely because it is characterized as an 'experiment.' "

As to the proposal to make Plans III and IV piggyback services available to truckers, ATA supports its "objective," but thinks "safeguards" should be added to that feature of the bill.

The proposal to encourage through routes and joint rates between carriers of different types is supported by ATA, a position it has maintained "for many years," Mr. Pinkney pointed out.

The Freight Forwarders Institute was represented by its general counsel, Giles Morrow, who gave top priority to the forwarders' opposition to that provision of S.3242 which would make Plans III and IV piggyback services available to truckers. These services are now available to shippers, including forwarders, which use them extensively. Plan III is ramp-to-ramp service in trailers furnished by the shippers. Under Plan IV, also a ramp-to-ramp service, the shippers provide flat cars as well as trailers.

In expressing the Institute's opposition to this piggybacking provision as now written, Mr. Morrow, like Mr. Pinkney, referred to the conferences on the matter now being conducted under TAA auspices. "If a mutually satisfactory substitute can be found, it should be most helpful to all concerned," Mr. Morrow said.

As to the bill's provisions for encouragement of joint rates, Mr. Morrow pointed out that they do not contemplate forwarder participation in such joint rates. He thinks the forwarders should be dealt in, even though they are not now authorized to enter joint-rate arrangements with carriers. He argued:

"Forwarders are, however, permitted to make contracts, in the nature of joint rates and divisions, with motor carriers, subject to certain limitations. Furthermore, Public Law 87-595 authorizes the establishment of joint rates and through routes between motor and water carriers in transportation to and from Alaska and Hawaii, and the authorization applies to non-vessel-owning carriers, which are oceangoing freight forwarders.

"S.3242 is not only discriminatory, it is highly inconsistent in its treatment of freight forwarders in regard to through routes and joint rates. . . . It includes ocean freight forwarders, but it excludes freight forwarders subject to Part IV of the Interstate Commerce Act. The same section of the bill excludes air freight forwarders from the joint-rate authorization, but includes air express companies. . . . And there is absolutely no distinction, legal or practical, between air freight forwarders and air express companies."

The Air Transport Association was represented at the hearing by Leo Seybold, vice president—federal affairs. While he discussed various specific provisions especially opposed by his association, including the minimum-rate proposal and S.3242's proposal to give CAB power to award reparations against air carriers, Mr. Seybold emphasized the air transport industry's hope that all references to it would be eliminated from the bills.

"These bills," he said, "appear to have been drafted to attack certain problems in surface transportation, largely by establishing 'equality' of regulatory treatment for rail, motor and water carriers. The provisions relating to air carriers were apparently inserted as an incident to the 'equality' theory, rather than a deliberate response to the needs of air transportation.

"The result is 'equality' of form only —a symmetry on paper, which is achieved by ignoring basic substantive differences between air transportation and surface transportation. Proposals geared to surface transportation are applied to air transportation without differentiating the characteristics and the problems of the respective transport media. By thus concentrating on surface transport problems that do not exist in air transportation, or that take very different form than air transportation, many sections of the bills would create new and serious problems for the air transport industry in the future. The best that can be said for other sections is that they would have uncertain consequences for air transportation, because of the ambiguities and uncertainties as to what their practical impact on air transportation would be—or, indeed, what the draftsman think those impacts would be."

The National Association of Motor Bus Owners was represented by Robert J. Corber. His presentation pointed up NAMBO's opposition to the proposal to deprive the ICC of its power to fix minimum fares, and to any modification of the Interstate Commerce Act's Section 5a (added by the Bulwinkle Act) which accords antitrust immunity for carrier rate-making procedures approved by the ICC. NAMBO also opposes S.3242's proposal to extend civil forefeiture procedures to violations of the Commission's safety regulations.

In the past, courts held that railroads were negligent if they failed to protect situations that were dangerous but not obvious to trespassers. As stated in a decision from a similar case cited by Mr. Callahan: ". . . the plaintiff was injured as a result of his failing to exercise such care as is to be expected from one of his age and intelligence. Jumping from the ground upon a moving train is dangerous, all men and all ordinarily intelligent boys ten years of age know it."

Mr. Callahan points out that fencing PRR's 250 miles of track in Chicago could cost as much as $10 million. "How could a boy-proof fence be built, anyhow?" he asks. "Will railroads have to station guards along their right-of-way to make sure that minors do not climb in, under or over the fences?

"The case will be appealed to the Appellate Court and, if necessary, to the Illinois Supreme Court. We have to fight this extension of the attractive nuisance doctrine. The implications of this new interpretation have grave ramifications not only for railroads but for trucks, autos and, actually, the whole spectrum of transportation and business activity. Every railroad, certainly, has similar cases pending. If the precedent holds in the higher courts, it will pose a serious hardship on already hard-pressed railroads everywhere."

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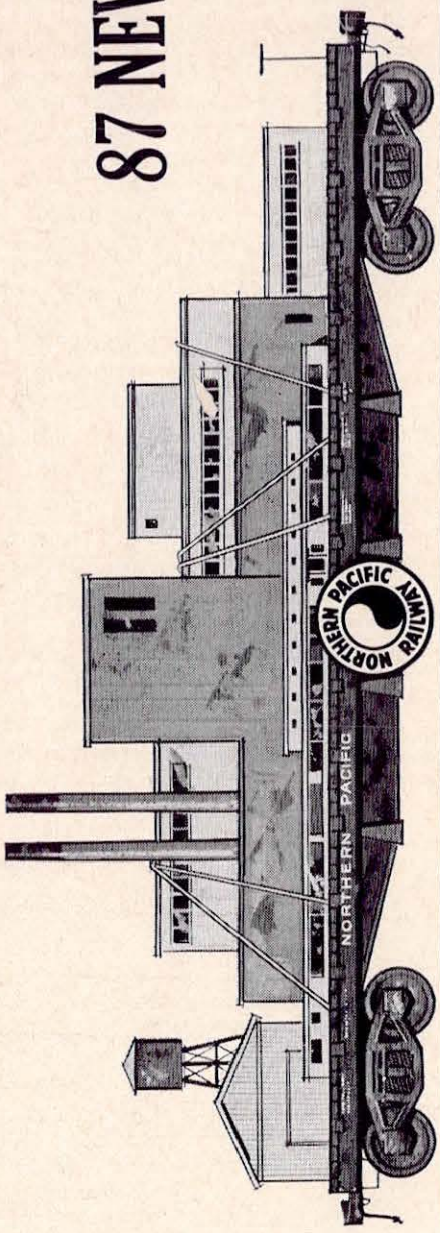


John S. Ketzner
B & O

R. N. Begien, Jr.
C & O

Howard H. Knuth
Frisco

Harold L. Gastler
Frisco

# PEOPLE IN THE NEWS

**ASSOCIATION OF AMERICAN RAILROADS.—Arthur B. Dunbar, Jr.,** a Washington reporter, will join the News Service of the AAR on Oct. 1.

**Charles D. Curran,** consultant in water resources development, appointed Director of Waterway Analysis, Competitive Transportation Division, AAR.

**BALTIMORE & OHIO.—John S. Ketzner,** assistant purchasing agent since June, appointed general storekeeper, Baltimore, Md. **William T. Dillon, Sr.,** supervisor of diesel material, Baltimore, named assistant general storekeeper.

**Walter F. Lockard,** regional manager of industrial development, Cincinnati, Ohio, transferred to Pittsburgh, Pa.

**BANGOR & AROOSTOOK.—Shirley F. Corey** named assistant to manager highway division. **Clark E. Crane** appointed special assistant to manager highway division, Bangor, Me.

**CHESAPEAKE & OHIO.—R. N. Begien, Jr.,** assistant vice president—operations, Huntington, W. Va., named regional vice president in charge of the operating department, Eastern region, Richmond, Va., succeeding **C. V. Cowan,** appointed regional manager, Northern region, Detroit, Mich. Mr. Cowan replaces **W. K. Weaver, Jr.,** assigned to special duty on coordination projects in connection with the proposed Baltimore & Ohio-Chesapeake & Ohio affiliation. Mr. Weaver remains at Detroit with the title of regional manager—special duty.

**B. C. Levy** and **L. H. Dale** appointed assistants to superintendent power and car utilization at Detroit, Mich. Abolished position of assistant supervisor terminals, Detroit, formerly held by Mr. Levy.

**R. W. Cassidy,** superintendent car accounts and car records, appointed superintendent safety and fire prevention, Huntington, W. Va., succeeding **C. M. Schaefer,** retired Sept. 30 after more than 41 years with the C&O. **B. E. Hovey,** assistant superintendent car records—computer applications, appointed superintendent car records, Huntington. Abolished former positions of Messrs. Cassidy and Hovey.

**DELAWARE & HUDSON.—Richard P. Keating** appointed assistant to general passenger agent, New York, succeeding to the duties of **John M. Kane,** retired. Abolished title of city passenger and ticket agent held by Mr. Kane.

**DENVER & RIO GRANDE WESTERN. — E. P. Moffat** appointed district freight and passenger agent, Oakland, Calif.

**FRISCO.—Howard H. Knuth,** regional manager-sales, St. Louis, appointed vice president, regional manager-sales, Birmingham, Ala., replacing **Harold L. Gastler,** advanced to the newly created position of assistant vice president-operations, St. Louis. Mr. Knuth's successor is **Bruce F. Mahon,** district manager-sales, Tulsa, Okla., who in turn is replaced by **Richard H. Coiner,** transferred from Little Rock, Ark. **Harry E. Harty,** district manager-sales, East St. Louis, Ill., succeeds Mr. Coiner. The East St. Louis office will be consolidated under the St. Louis district manager-sales.

**B. L. Morgan,** district manager-sales, El Paso, Tex., retired Sept. 30. **E. F. Gehlker,** traffic representative, Cleveland, named district manager-sales there, to replace **A. D. Masters,** who retired Sept. 30.

**P. M. Hawkins.** assistant to general storekeeper, St. Paul, Minn., promoted to assistant general storekeeper.

**GREAT NORTHERN. — Norman F. Kurtz** appointed public relations representative, Seattle, effective Oct. 1, to succeed **Bob H. Hansen,** resigned.

**ILLINOIS CENTRAL.—Roy E. Lorentz,** manager of personnel, Chicago, retired Sept. 30 after over 51 years of service.

**LEHIGH VALLEY.—J. A. D'Auria,** commercial agent, foreign freight traffic department, New York, promoted to foreign freight agent there, succeeding **M. G. Spang,** who retired Sept. 30.

**MAINE CENTRAL.—William J. Berry** appointed assistant to sales manager, Portland, Me. Mr. Berry was formerly district traffic agent, **New Haven,** Manchester, N.H.

**MILWAUKEE.—Arthur W. Hallenberg,** general superintendent motive power, Milwaukee, Wis.. appointed assistant chief mechanical officer there.

**MISSOURI PACIFIC.**—Title of **B. W. Smith,** chief personnel officer, St. Louis, changed to director of labor relations.

**NEW HAVEN.—James T. McKenna,** traffic representative, Manchester, N.H., appointed district traffic agent there, succeeding **William J. Berry,** resigned to become assistant to sales manager, **Maine Central,** Portland, Me.

**NEW YORK CENTRAL.—Carrold Stevenson,** superintendent shop, Beech Grove, Ind.,

transferred to East Rochester, N. Y., succeeding **G. M. Schmidbauer,** who replaces **R. L. Passehl** as general foreman, freight shop, Beech Grove. **H. C. Haupt,** district car inspector, New York, succeeds Mr. Stevenson at Beech Grove.

**PENNSYLVANIA.—Ralph S. Podas,** industrial representative, Columbus, Ohio, appointed assistant manager, industrial development, Pittsburgh region, succeeding **E. H. Fierst,** who has retired after 42 years with the PRR.

**PITTSBURGH & WEST VIRGINIA.—T. J. Scholtz,** assistant district sales manager, Pittsburgh, Pa., appointed district sales manager, New York, succeeding **W. B. Harahan, Jr.,** resigned.

## Supply Trade

**Lowell W. Eyer,** assistant general manager, **International-Stanley Corp.,** has been elected vice president and general manager.

**Delbert G. Larson** has been appointed sales manager, microwave systems, **Lynch Communication Systems Inc.,** San Francisco, Cal.

**Heywood-Wakefield Co.** plans to consolidate all metal-working operations, effective the first of the year. All Transportation Seating production will be transferred to the expanded Newport plant in Tennessee, headed by **Harry I. Helander.** The sales, engineering and advertising departments, Transportation Seating Division, will remain at Gardner, Mass., with **E. Harry Reid,** as sales manager.

**W. W. Parks** has been appointed chief engineer, **Vapor Corp.,** with responsibility for development, design, and engineering testing of railroad and transit products. Mr. Parks was formerly chief engineer of Vapor's **Vap-Air Division.**

**William C. Irish** has been named sales representative at New York for the **Scullin Steel Co.,** St. Louis.

The New York office, **Adams & Westlake Co.,** has moved to 744 Broad Street, Newark, N. J., effective Sept. 28.

**Harry A. Lowry & Associates,** 14643 Burbank Blvd., Van Nuys, Calif., has been appointed the West Coast railway supply representative for the **J. W. Mortell Co.** of Kankakee, Ill.

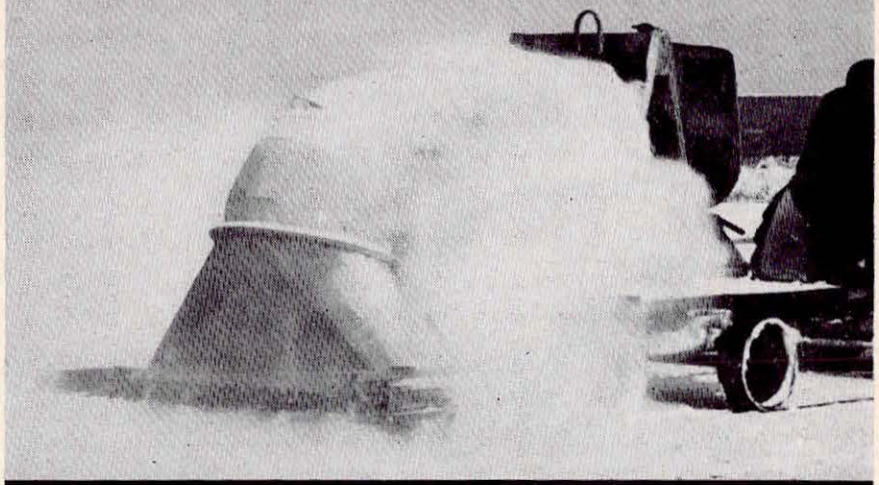
**L. J. Davis, Jr.,** has been appointed marketing manager, **Union Switch & Signal Division of Westinghouse Air Brake Co.** Mr. Davis has been manager—transportation marketing since April.

UNISWITCH Corp., subsidiary of WABCO with headquarters at Pittsburgh, Pa., has established a district office at the Canadian Imperial Bank of Commerce Bldg., Room 3116, 1155 Dorchester Blvd. West, Montreal 2, Que., Can. **W. R. Fisher,** sales engineer, New York district office, has been appointed district manager of the new office.

**G. P. Millington, Jr.,** has been appointed general sales manager, **Industrial Battery Division, Gould-National Batteries, Inc.** Mr. Millington was formerly Central zone manager, St. Paul, Minn. **K. A. Vaughan,** regional manager in charge of sales and service, Northeastern Marketing area, Trenton, N. J., has been appointed Central Marketing manager. **H. N. Stover,** assistant vice president, has assumed responsibility for all administrative activities, Industrial Battery Sales Division.


RMC

SNOW BLOWER



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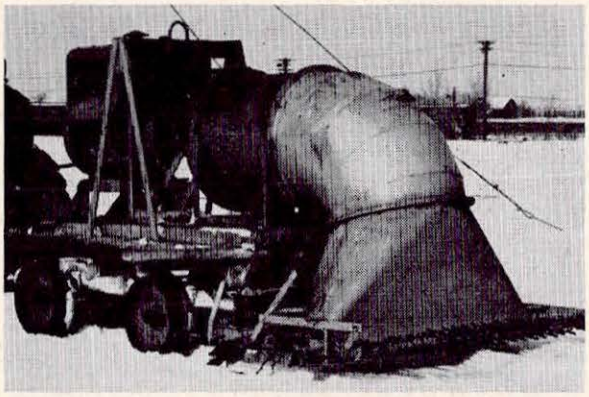

**RMC CYCLONE SNOW BLOWER—PRICED FROM $4510**

*Skid-mounted,* for use with heavy-duty push car
*Wheel-mounted,* on steel chassis with 16″ rail wheels
*Self-propelled,* 16″ rail wheels, with cab

RAILWAY PROGRESS INSTITUTE MEMBER

**RAILWAY MAINTENANCE CORPORATION**

BOX 1888
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# Rutland Wins Abandonment Plea

► **The Story at a Glance: Deficit-ridden Rutland, burdened by steadily declining traffic and badgered by aggressive unions, will be allowed to die. The ICC will permit abandonment of most of the 331 miles of road operated—with the provision that the line be sold to any reasonable buyer at a price not less than salvage value. Rutland hasn't turned a wheel for a year, since it was struck by the operating brotherhoods Sept. 25, 1961. Paradoxically, permission to abandon may represent the only means of restoring service over at least parts of the railroad—through purchase of some segments of Rutland by other carriers. The state of Vermont is now gearing itself to do its best to line up such deals.**

September has been a month to remember for the Rutland. In September 1960, operating unions launched a strike that lasted 41 days. In September 1961, they walked out again and service never has been resumed. And in September 1962, the ICC authorized abandonment of the railroad—acting on a petition filed by Rutland last December.

This is the fourth major railroad to die in the past five years—and the largest since the 541-mile New York, Ontario & Western slid out of existence in 1957. The intervening years saw the demise of the Chicago, Aurora & Elgin, an electrified commuter road; and the Lehigh & New England, a 177-mile line abandoned (all but 40 miles sold to Jersey Central) a year ago. Still unsettled is the effort of a fifth railroad to quit business—the Chicago North Shore & Milwaukee, like CA&E an electrified line drawing revenue primarily from commuters.

Rutland's future at this point is somewhat uncertain. The abandonment order becomes effective Oct. 26. It authorizes Rutland to go out of the railroad business and it permits sale of the property (or parts of it) at salvage value or better to any purchaser willing to continue operation on a basis approved by the Commission. If no buyers are found within three months, presumably the facilities and equipment can be scrapped and the property sold.

Only exception to the abandonment order involves a line between Malone and Norwood Junction, N. Y., over which New York Central has trackage rights. Central could buy the line—or it could decide to abandon its operations there. Alternatives are being studied.

The ICC order, served Sept. 21, touched off a flurry of activity in Montpelier, capital of Vermont. Gov. F. Ray Keyser, Jr., turned the report over to the state attorney general and public service commission for an opinion on the state's position. A spokesman for the governor indicated that efforts to contact prospective buyers will begin soon. Among the prospects: Central Vermont, Boston & Maine, Delaware & Hudson and the Salzberg interests (operators of the St. Johnsbury & Lamoille County, which also connects with Rutland).

Gov. Keyser, his spokesman said, is "quite hopeful . . . that parts of the Rutland can be revived."

(Vermont's objections to the abandonment were largely removed after the state and the railroad entered into an agreement giving the state the right to designate buyers of three segments of Rutland, totaling about 92 miles. The ICC did not make the stipulation part of its order, but the railroad indicated last week that it considers the pact a "bona fide agreement on our part . . . which we will live up to.")

Rutland President W. I. Ginsburg, meanwhile, said he and the road's directors are "very well pleased" with the ICC's action in permitting abandonment. No decision has been made as to the corporation's future, he said—and none likely will be made until after the effective date of the order.

One possibility is diversification, along the lines followed by Minneapolis & St. Louis several years ago, when the railroad was sold to Chicago & North Western and the corporation, renamed MSL Industries, launched a broad industrial diversification program. Rutland, Mr. Ginsburg noted, has a tax carry forward loss amounting to about $16 million. Its charter, he believes, could be changed without difficulty to permit diversification into other lines.

Rutland's problem was essentially one of declining traffic. Only when traffic was artificially inflated by St. Lawrence Seaway construction (1955-58) did the road show anything but a steady trailing off of loadings. In all but the Seaway years, it posted deficits in net railway operating income.

The road tried to cut costs. Strikes resulted. It attempted to consolidate certain runs, to take off switching assignments in certain locations. These efforts, as Mr. Ginsburg sees it, were the major factors leading to the never-settled 1961 operating unions' strike.

Rutland, incidentally, was one of comparatively few major roads which didn't enroll in the so-called railroad strike insurance program. The cost, Mr. Ginsberg says, seemed high. In retrospect, he concedes, maybe it wasn't. Rutland's only income this past year has been from real estate and from per diem payments.

## Employee Protection Proposal Denied

Rutland employed about 400 persons in 1960, its last full year of operation. Abandonment was strongly opposed, both by the Railway Labor Executives' Association and by the Brotherhood of Locomotive Engineers. They opposed, but at the same time they entered a plea for protective conditions in the event the ICC did finally approve abandonment.

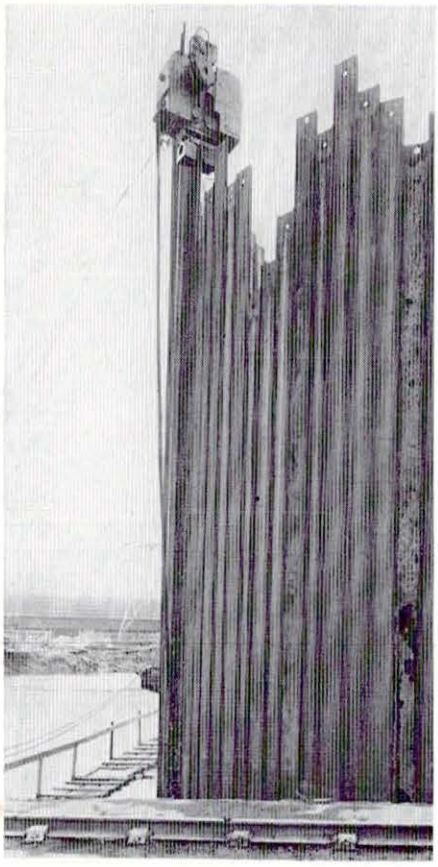
This was the ICC's comment in its decision:

"It is our opinion that in addition to the gradual attrition of traffic the Rutland has become so impoverished by the present strike that it would be difficult, if not impossible, for it to resume operations . . .

"This Commission has refused to impose conditions for the protection of railway employees adversely affected by the abandonment of an entire line of railroad . . .

". . . there is (no) evidence of record of circumstances making the imposition of protective labor conditions reasonable and in the public interest. We find no justification in this proceeding for deviating from a long line of precedents . . . and no conditions for the protection of railway employees who may be adversely affected will be imposed."

# NEW PRODUCTS REPORT



## Pile Driver-Extractor (RA-1)

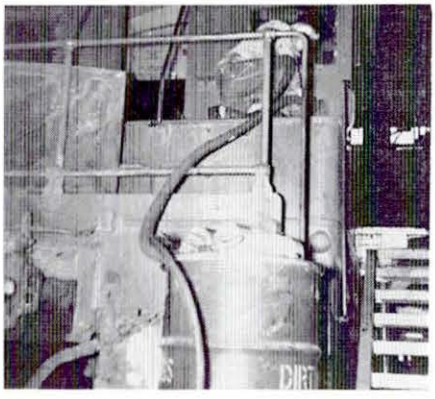
A "revolutionary" vibratory pile driver and extractor, developed in France, will soon be available in the United States. Its electronically-controlled amplitude and vibrating action permits driving and extracting all types of piles at speeds of from 5 to 25 fpm in all noncohesive soils.

The dual-purpose unit, service-tested for several years in Europe under actual job conditions, is said to be virtually maintenance-free. With the added advantage of being almost silent in operation, it can be used even in urban areas by day or night.

The driving-extracting head has a hydraulic jack with jaws mounted on a knee joint to insure positive gripping even if piles are slightly deformed. By preventing damage to pile ends, this gripping feature allows repeated use of sheet piling. Remote control by portable push-button panel permits the operator to move about so as to control the work from whatever may be the most advantageous position. All electrical equipment is safety protected. *L. B. Foster Co.*

## Industrial Truck (RA-2)

A battery-powered version of the two-wheeled hand truck, the Tilt Truck, is power propelled and has hydraulic-powered 40 deg tilt back and forward tilt to the load. It is intended for the horizontal transport of small loads not ordinarily palletized or skidded. The nose plate is interchangeable. The battery is 200 amp-hr, 12-volt. Models are available in 1,000-, 1,500- and 2,000-lb capacities, either walkie or rider type. *Techno Truck Co.*



## Waste Remover (RA-3)

Grease, oil, and other wet or dry materials can be removed from floors, pits, or other areas with the portable Vac-U-Max. The machine operates on compressed air which passes through a jet-venturi, creating sufficient vacuum to pick up any object that can freely pass through the hose, including heavy sludge. Fluids are siphoned at up to 2 gallons per sec. No material passes through unit, but is deposited directly into a drum or hopper. *Central Container Co.*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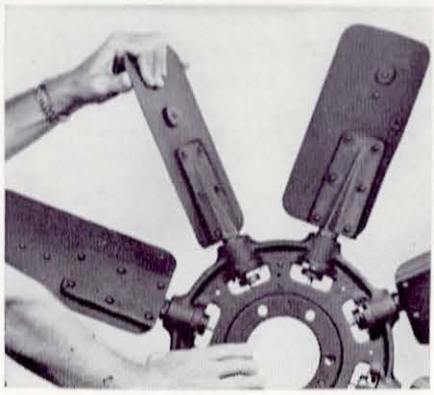
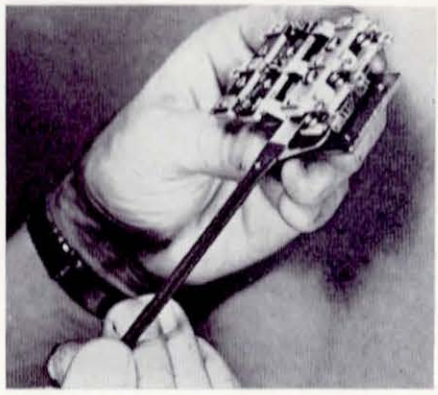
# NEW PRODUCTS REPORT



## Crawler Tractors (RA-4)

Reversible radiator fans are now available as an attachment for all Caterpillar track-type tractors and track-type and wheel-type Traxcavators. The reversible fan is stated to eliminate the need to buy two fans—suction and blower—to reverse radiator air flow. Each blade on the reversible fan is interchangeable and is spring loaded with a two-position setting in the fan hub. Reversing is done by pushing the blade towards the center of the hub to overcome the spring pressure and twisting the blade until it seats in the alternate position. This enables the operator to direct warm air toward or away from the operating compartment to suit seasonal or even daily fluctuations in the weather.

The fan blades also may be reversed to clean leaves and debris from the radiator when the machine is working such jobs as pioneering, logging, clearing and sanitary land fill. It is stated that the fan will prevent carburetor icing in cold weather on gasoline-powered Traxcavators. *Caterpillar Tractor Company.*



## Burnisher (RA-5)

The Diacrom burnisher-cleaner is specifically designed for cleaning spark plugs, voltage regulators, contacts, relays and circuit breakers with diamond particles. The shaft is made of nylon, which provides greater flexibility of use in hard-to-reach areas. As nylon is an excellent insulator, the Diacrom burnisher can be used without turning off the power. The diamond particles are held to the surface of the tool by means of a bonding metal in such a way that only the surface of the diamonds comes into contact with the surface to be cleaned. The method used in distributing the diamonds over the surface maintains an unusual uniformity, leaving finishing surfaces smooth and polished. The hardness of the diamond surfaces makes Diacrom wear-resistant.

The diamond burnisher-cleaners are available in three models: one for rapid cleaning of industrial relays; another, making use of extra fine diamond grains, for intermediate relays; and a third model, featuring superfine grains on one side only, for extra-sensitive relays. *Jonard International Corp.*

## Upholstery Cleaner (RA-6)

Surefire is a non-flammable, non-caustic concentrate for cleaning synthetic upholstery, including vinyl, naugahyde, and leatherette. It is sold in cases of six pint plastic bottles with dispensers and applicator bottles. When mixed with water, one pint of the concentrate makes 16 pints of cleaner. Three caps full mixed with water in the plastic dispenser bottle are said to provide enough cleaner for regular day-to-day usage. *Wilco Co.*

## Aluminum Cleaner (RA-7)

Lumabrite, an aluminum cleaner and brightener, dissolves grease and oil with solvent action, loosens road grime and grit with detergent action, and removes stains and oxide films with acid action. According to the manufacturer, it cleans and brightens in one application and can also be used to clean copper, brass, steel, and stainless steel. It is soluble in water and, in solution, becomes sudsing and mildly acidic. *Penetone Co.*

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# Market Outlook

## Carloadings Rise 0.9% Above Previous Week's

Loadings of revenue freight in the week ended Sept. 22 totaled 592,154 cars, the Association of American Railroads announced on Sept. 27. This was an increase of 5,528 cars, or 0.9%, compared with the previous week; a decrease of 13,688 cars, or 2.3%, compared with the corresponding week last year; and a decrease of 25,519 cars, or 4.1%, compared with the equivalent 1960 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, September 22

| District | 1962 | 1961 | 1960 |
|---|---|---|---|
| Eastern ..... | 86,145 | 86,121 | 88,140 |
| Allegheny ... | 97,660 | 101,981 | 98,880 |
| Pocahontas ... | 53,005 | 52,875 | 50,752 |
| Southern ..... | 111,750 | 114,491 | 114,192 |
| Northwestern .. | 79,873 | 93,122 | 96,604 |
| Central Western | 123,153 | 118,570 | 125,768 |
| Southwestern .. | 40,568 | 38,682 | 43,337 |
| Total Western Districts .... | 243,594 | 250,374 | 265,709 |
| Total All Roads | 592,154 | 605,842 | 617,673 |
| Commodities: | | | |
| Grain and grain products ... | 52,393 | 51,408 | 54,037 |
| Livestock ..... | 6,465 | 5,835 | 7,745 |
| Coal ..... | 111,809 | 112,190 | 108,789 |
| Coke ..... | 6,088 | 7,495 | 5,440 |
| Forest Products | 38,878 | 39,651 | 40,615 |
| Ore ..... | 45,022 | 52,650 | 50,558 |
| Merchandise l.c.l | 22,870 | 29,045 | 36,521 |
| Miscellaneous . | 308,629 | 307,568 | 313,968 |
| September 22 . | 592,154 | 605,842 | 617,673 |
| September 15 . | 586,626 | 596,029 | 598,741 |
| September 8 . | 495,286 | 514,220 | 480,065 |
| September 1 . | 581,420 | 597,730 | 577,206 |
| August 25 .... | 582,959 | 592,265 | 594,964 |
| Cumulative total, 38 weeks .. | 20,971,044 | 20,447,110 | 22,647,767 |

**PIGGYBACK CARLOADINGS.**—U. S. piggyback loadings for the week ended Sept. 15 totaled 14,685 cars, compared with 11,907 for the corresponding 1961 week. Loadings for 1962 up to Sept. 15 totaled 491,535 cars, compared with 406,843 for the corresponding period of 1961.

**IN CANADA**—Carloadings for the seven-day period ended Sept. 7 totaled 66,042 cars, compared with 114,368 for the previous ten-day period, according to the Dominion Bureau of Statistics.

| | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|---|---|---|
| Totals for Canada | | |
| Sept. 7, 1962 ..... | 66,042 | 21,234 |
| Sept. 7, 1961 ..... | 66,039 | 21,723 |
| Cumulative Totals | | |
| Sept. 7, 1962 ..... | 2,429,191 | 824,484 |
| Sept. 7, 1961 ..... | 2,349,407 | 838,139 |

# New Equipment

**FREIGHT-TRAIN CARS**

► *Burlington.*—Will build 100 new stock cars at its Havelock, Neb., shops at a cost of $815,000. Scheduled for completion by mid-December, the 50-ft, double-deck cars will be equipped with roller bearings.

► *Detroit & Toledo Shore Line.*—Ordered 100, 53½-ft, 70-ton FMS flat cars from Greenville Steel Car at a cost of $1,327,500. The cars, scheduled for delivery in December, will be equipped with skids and skid covers for handling coiled steel.

► *Dow Chemical.*—Ordered 14 three-compartment, 3,900-cu ft, aluminum tank-type covered hopper cars from Greenville Steel Car for moving dry bulk polyethylene and polystyrene. The cars, to be fitted with 70-ton trucks, will be built of Dow-produced sheet, plate and extrusions to a design originated by the Aluminum Company of Canada (RA, Sept. 12, 1960, p. 60).

► *Great Northern.*—Ordered 100 insulated 50-ft, 70-ton box cars from Pacific Car & Foundry for delivery in December. The roller-bearing cars, which will have Waugh super-cushion underframes, will go into the Western Fruit Express fleet.

► *Minneapolis, Northfield & Southern*—Ordered two 90-ton, 4,000-cu ft capacity covered hopper cars from Pullman-Standard at a unit cost of $12,875. Deliveries are scheduled for fourth quarter 1962. Cars will be of triple hopper design, will be equipped for gravity and pneumatic discharge.

► *North American Car*—Ordered 25 flat cars and 30 insulated refrigerator cars for its NITX car pool. ACF will build 18 55-ton, 89-ft low-level cars equipped with roller bearings and Whitehead & Kales auto racks, at a unit cost of $12,700; Bethlehem Steel will build seven 70-ton, 85-ft flat cars equipped with roller bearings, at a unit cost of $14,500. The 30 70-ton insulated refrigerator cars, equipped with 30-in. Hydracushion underframes, will be built by Pacific Car & Foundry at a unit cost of $19,000. All 25 flat cars will be assigned to Grand Trunk Western; 20 of the refrigerator cars will be assigned to Erie-Lackawanna.

# Purchases

► *Six Months' Purchases Up 10.7%.*—Purchases by domestic railroads of fuel, material and supplies in this year's first six months were $69,465,000, or 10.7%, higher than in the comparable 1961 period. Purchase estimates in following tables were prepared by Railway Age.

*PURCHASES**

| | *June 1962* | *Six Months 1962* | *Six Months 1961* |
|---|---|---|---|
| | *(000)* | *(000)* | *(000)* |
| Rail ..... | $ 1,719 | $ 28,443 | $ 17,371 |
| Crossties ..... | 3,677 | 21,172 | 16,663 |
| Other Material ..... | 84,546 | 493,842 | 429,000 |
| Fuel ..... | 27,628 | 174,202 | 185,160 |
| Total ..... | $117,570 | $717,659 | $648,194 |

*Subject to revision.

# What Are Real Passenger Costs?

A plea for more realism in measuring the costs of passenger service came last week from Wayne A. Johnston, president of the Illinois Central.

Deficits are deficits, he told two groups of passenger traffic officers meeting in New Orleans—but there's a world of difference between an out-of-pocket deficit and the loss figured under the ICC formula of fully apportioned costs. On the Illinois Central last year, he noted, the out-of-pocket loss was about $750,000—and the total passenger deficit under the ICC formula was nearly $12 million.

Mr. Johnston conceded that "passenger trains cannot long be operated on only out-of-pocket costs. There has to be proper accounting for the track and stations and so forth. But . . . we should look at the whole situation and not just part of it when we talk about passenger losses."

IC's president reviewed the ICC formula, then commented: "There have been arguments loud and long over this accounting practice. Certainly one would have to admit that the fully apportioned figure is not an entirely accurate measure of passenger train costs. The simple fact is that most of the costs apportioned to passenger service would still be there if all passenger services were discontinued. I suspect that a good measure of the real cost of passenger service is somewhere between the out-of-pocket and the fully apportioned figures."

As for the deficit itself—$408 million in 1961 in the ICC's reckoning—IC's president had an upbeat approach: "That is a lot of money to lose . . . but only five years ago the passenger loss was nearly $724 million. Last year, therefore, was an improvement of $316 million, or 43%. In fact, that $316 million improvement represented the biggest part of the total $382 million profit made by the railroads in 1961."

At this point, as Mr. Johnston sees it, "the main question is: How do we continue to stay in the passenger business? How do we turn this loss into a profit, or at least reduce it to the point where it is not burdensome?"

A major factor in the answer (and a big reason why Mr. Johnston believes passenger trains are here to stay): "The increased use of imagination in rail passenger sales."

Imagination, he quickly added, is nothing new—it's "always been the priceless ingredient in salesmanship. But in the last few years, spurred by the intense competition we face, there has been a flowering of imagination into new and sparkling ways of salesmanship."

Among the prime examples cited by IC's president:

- Tour business, which has experienced "a real revival" on such roads as Burlington, Milwaukee, Great Northern, Northern Pacific, Union Pacific, Southern, Baltimore & Ohio and Erie-Lackawanna, among others.
- Innovations in meal service—including Santa Fe's special meal coupon books, UP's experiment with a sleeping car snack bar and Canadian National's complimentary meals (a la airline practice) for sleeping car passengers.
- Imaginative experimentation with passenger fare structures, as typified by CN's "Red, White and Blue" program.
- Broader use of equipment—for example, the swing to sleepercoach equipment on New York Central and the successes of Burlington, NP and B&O with similar cars; plus the practice on many roads of honoring coach tickets in sleeping cars on some trains.
- Hard-hitting sales efforts—specifically, Burlington's recent three-day "blitz" in which CB&Q passenger salesmen swarmed into Kansas City and came out with substantial increases in business.
- The awakening to opportunities in encouraging foreign visitors to travel by train while they're in the United States.
- Effective advertising—such as that done by Santa Fe "with spectacular effect" (RA, July 30, p. 11).

Mr. Johnston addressed a joint meeting of the American Association of Passenger Traffic Officers and the American Association of Railroad Ticket Agents.

Later in the AAPTO session, sales got added emphasis from Henry A. Weiss, vice president-passenger of the Long Island, who attributed his road's success in developing non-commuter passenger traffic to three important sales rules: Recognition that travel must, in fact, be sold; use of sales personnel for selling only (as opposed to selling plus handling reservations, complaints and other duties); and provision of sales incentives, such as commissions on all group travel sold.

AAPTO members also heard, from Railway Age Publisher Robert G. Lewis, an outline of rail transport's development in Japan—and a hint that super-railroads like the Tokaido line now under construction in Japan, might be developed here as airports in major metropolitan areas reach the limits of their capacity.

The Tokaido line, he explained, will incorporate in one operation all the advanced technology of railroading which is available only piecemeal on other lines. It's designed to offer hourly service at operating speeds in excess of 100 mph. Running time from downtown Tokyo to downtown Osaka—more than 300 miles—will be just three hours.

Still another optimistic view—this one on the growth of express volume in passenger train service—came from REA Express President W. B. Johnson.

Mr. Johnson told AAPTO that REA's "supermarket" of services requires use of the most efficient combinations and coordinations of intercity line-haul services. Thus, fast, long-haul passenger trains can be expected to continue to account for a dominant percentage of intercity express ton-miles. Short-haul highway services will displace less efficient short-haul rail service, he indicated, but REA's key-point terminal consolidation program will tend to feed more and more express business to passenger trains for longer intercity hauls.

New officers of AAPTO, elected at the group's closing session, are: President, J. R. Getty, general passenger traffic manager, Seaboard Air Line; and vice president, H. F. Eno, passenger traffic manager, Rio Grande. Mr. Getty succeeds B. J. Grenrood, general passenger agent, Illinois Central, in the association's top job.

## PRR to Modernize New York Terminal

Redevelopment of New York's Pennsylvania Station will include expenditure of more than $10 million on facilities designed for passenger comfort and convenience, the Pennsylvania revealed last week.

Principal items will be:

- Air conditioning of passenger concourses and installation of a modern ventilating system for the track level, 66 ft below the street.
- Ten additional escalator units between concourse and street levels.
- Improved entrances at six street-level locations.
- Enlargement of the Long Island Rail Road concourse.
- Better taxicab facilities, with addi-

tional pick-up and discharge lanes.

- An elevator-chute-conveyor system for handling baggage, mail, newspapers and similar items between concourse and track levels.

The PRR will spend approximately $10 million more for site clearance, footings and foundations for a recreation center and office buildings to be erected over the station by Madison Square Garden Center, Inc., in which the railroad holds a 25% interest.

## No 'New Frontier' In Transportation?

BLE Grand Chief Roy E. Davidson wielded a broad brush last week in distributing blame for the current railroad situation. Faults, he told a West Coast Engineers' convention, lie in two areas:

- Management—it "must stand indicted for serious shortcomings. Rail management has failed to exercise ingenuity in getting traffic and in keeping traffic. . ."
- Government—"I would cite the failure of the Congress, the ICC and others to permit the railroads the right to use their inherent advantages and to compete on an equitable basis. . . . The railroads have lost traffic that logically —by every economic criterion—belongs to them and them alone."

BLE's grand chief made it obvious he doesn't think the Kennedy administration has been wholly successful in "getting this country on the move again."

Even the President, Mr. Davidson commented, "would agree that there have been setbacks and disappointments along with advances and promising events. . . . Nowhere are the setbacks and disappointments more evident than in the railroad industry."

Instead of using great existing capacity for the most efficient movement of freight and passengers, he declared, the railroad industry has continued to shrink:

"A new frontier in transportation has not been reached and conquered."

BLE's grand chief also touched on the labor situation. A study of emergency board findings and the "unhappy report" of the Presidential Railroad Commission, he said, shows a common theme: "The college professors, the industrial relations specialists, the attorneys and referees—all have one fixed idea, it would appear. They accept management's contention that the carriers must have authority to eliminate jobs." Measures proposed to take care of displaced employees, he added, "are all inadequate."

**OUTSTANDING RECORDS** in railroad safety were recognized Sept. 19 with the 43rd annual presentation of the E. H. Harriman Memorial Awards. Six line-haul companies, two twitching and terminal companies and the Pullman Company were honored. Awards were presented by Interstate Commerce Commissioner Everett Hutchinson on behalf of the American Museum of Safety. Above, gold medal winners look on as Pullman Company President George W. Bohannon receives a special commendation certificate recognizing a decade of passenger service without a fatality. Left to right are: W. Jerome Strout, president, Bangor & Aroostook, winner among smaller freight and passenger-carrying roads; Mr. Hutchinson; Mr. Bohannon; Felix S. Hales, president, Nickel Plate, winner among large Class 1 roads; and Glen P. Brock, president, Gulf, Mobile & Ohio, winner among medium-size companies.

## Harriman Awards Presented

**CERTIFICATES OF COMMENDATION** were awarded to three freight-only roads and to two switching and terminal lines. Commissioner Hutchinson (center) presented the certificates to (left to right) Quin Baker, president, Quanah, Acme & Pacific, first among freight-only roads in the western region; W. I. Rankin, president, Piedmont & Northern, southern group; L. C. Hahney, director of safety and employee activities, Elgin, Joliet & Eastern, eastern group; and Carroll W. Ashby, president and general manager, Kentucky & Indiana Terminal, first among larger switching and terminal lines. Not represented but also on the award list was the Oahu Railway & Land Company, first among smaller terminal roads. Award winners are selected by the Harriman Awards Committee of the American Museum of Safety (RA, Sept. 17, p. 73).

# LETTERS FROM READERS

## Avoiding nationalization

To the Editor:

In the last paragraph of your interesting editorial of August 20 entitled "Scheme for a Take-Over?" you came very close to the heart of the matter when you said, "A concerted program to nationalize railroads may exist or not, but, if it does, it can succeed only if the defenders of private ownership grow weary of the fight."

Who are the defenders of private-enterprise railroads? What are the defenders of private enterprise doing to convince the public that nationalization of our railroads would bring worse conditions than presently exist?

The best way I know of to fight communism is to show the world that we can do a far better job under the capitalistic system than can be done under Marxism, and then do it consistently. Actions always speak louder than words. The same thinking applies to private-enterprise railroads, for it is their responsibility to show the public that they can do a better job of serving the public, than can be done under any form of nationalism, socialism, or authoritarianism.

After all, a railroad has only two reasons for its existence. One is to haul passengers and the other is to haul freight. Their goal should be to do this in the public interest, and at a profit to themselves. The measure of their success will be the service they render. When a railroad ceases to have as its unswerving objective the rendering of a better public transportation service for its shippers and passengers, then it must recognize the inescapable fact that if and when private enterprise ceases, or fails, to provide a needed public service, then some agency of government must, and will, move in to meet the needs of the public.

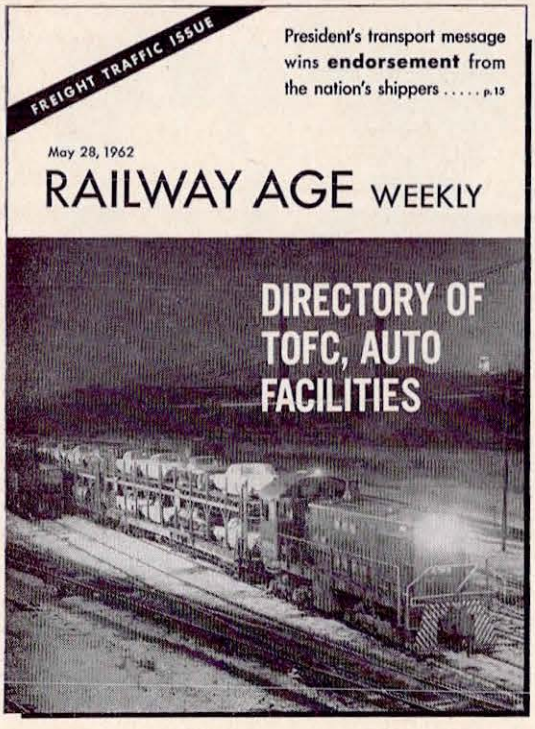
In view of governmental interference with their operations, and its discrimination against them, private-enterprise railroads must seek a new approach to the solving of their problems, if they are to exist in substantially their present form, in the future. Mergers, per se, are not the answer, for they can prove to be good or bad, and there is no proof that mere bigness insures efficiency, or better service to the public. Mergers conceived with the primary idea of throwing men out of work, and tearing up tracks so that the public will have progressively poorer service, are not in the public interest, and they add nothing to the prestige of private enterprise in railroading, or add justification for its continuance.

What is needed today to insure the continuation of the private enterprise system in railroading is a four-way partnership, composed of railroad management, railroad labor, government at all levels, and "The Public." If all four of these parties at interest will each subordinate his individual selfish, or self-serving, interest to the common good, with the objective of providing for our nation the best railroad service possible, the United States will remain the last country in the world which has its entire railroad network operating under private enterprise, and it will make a success of the undertaking, too.

Let us recognize, and adopt, the principle that "What Is Right" is important—not "Who Is Right." If and when the Four Partners work together for what is right, and give the public the best service possible, the railroads will prosper, their troubles will diminish, and we will enter a new era for the re-born "Iron Horse."

*Thomas T. Taber*


# FREIGHT TRAFFIC ISSUES
## OF RAILWAY AGE


FREIGHT TRAFFIC ISSUE
President's transport message wins endorsement from the nation's shippers ..... p. 15
May 28, 1962
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# YOU OUGHT TO KNOW

**Winning slogan** in a contest sponsored by the American Railway Magazine Editors Association as part of its year-long loss-and-damage-prevention campaign is "Keep freight on the go—handle easy, couple slow." It was submitted by L. E. White, yard clerk on the L&A division of the Kansas City Southern at Alexandria, La. The 21-year KCS employee will receive a $1,000 award at the Oct. 11 annual meeting of ARMEA in Chicago.

**Railroad earnings in 1962** will amount to between $450 million and $475 million, predicts Standard & Poor's Industry Surveys. The forecast allows for "some setback in second-half results."

**Great Northern** will convert 75 standard WFE refrigerator cars to handle bulk shipment of potatoes from the Red River Valley of Minnesota and North Dakota. Sloping plywood floors and conveyors, permanently installed from the bunker bulkheads to the middle of the car, replace standard floor racks in the converted equipment. A center channel at the doorway permits unloading to factory bins by portable conveyor belt.

**A new subsidiary**—Canadian Pacific Investments Limited—has been created by the CPR "to carry on the business of an investment and holding company." CPR Chairman and President N.R. Crump said the new company was formed to "consolidate some Canadian Pacific non-transportation investments to simplify administration and in keeping with our policy of diversification."

**Piggyback service** will be extended to two additional cities by Louisville & Nashville. Completion of TOFC facilities at Tate, Ga., and Murfreesboro, Tenn., will bring to 29 the number of cities in L&N's piggyback network.

**A new high in passenger traffic,** the greatest for any peacetime year, was recorded by the Seaboard Air Line this past summer. Passenger volume on the Seaboard, climbing in recent years, jumped 13% over the 1961 summer period. James R. Getty, general passenger traffic manager for the system, said advance bookings promise continued gains for the rest of the year.

**Better utilization** of piggyback trailers and flat cars is resulting from Chesapeake & Ohio's opening of a "piggyback equipment control center" at Huntington, W. Va. The center, operating 16 hours a day, keeps an up-to-the-minute record of all piggyback movements. Clerks can tell at a glance the exact status of all trailers online. More accurate equipment control, C&O says, has improved service to shippers and receivers; reduced idle equipment time and made it possible to handle a given amount of business with fewer units; and enabled ramp supervisors to schedule crew assignments with an exact knowledge of the volume of business to be handled.

**Philadelphia reports** continuing success in its efforts to bring commuters back to the rails via a city-aided, low-fare, frequent-service plan on six PRR and Reading lines. The 457,333 riders carried on the six lines during July represented a 4.3% increase over July 1961, according to a spokesman for the Passenger Service Improvement Corp.

**St. Lawrence Seaway tonnage** is up sharply over last year. As of Sept. 1, 21,000,000 tons of cargo had passed through the Welland Canal section of the Seaway—an increase of 12.1% over the corresponding 1961 period. The comparable figure for the Montreal-Lake Ontario section is 15,000,000 tons—8.4% ahead of last year.

**A proposed coal slurry pipeline** from West Virginia to New Jersey would "break the back" of already hard-pressed railroads and put one carrier (Jersey Central) out of business, a New Jersey State Senate Committee was told Sept. 26. Among principal opposition witnesses at the pipeline hearing were JCL Chairman E. T. Moore and PRR General Attorney E. A. Kaier. They warned that the proposed coal pipeline would kill off 2,000 jobs. A smoke-control expert testified that the burning of a coal slurry mixture could increase air pollution problems.

**Transportation Consultants, Inc.,** of Washington, D.C., has been awarded a $100,800 contract by the Agency for International Development to study long-range transportation needs in the West African nation of Sierra Leone.

**New high-speed freight service** between New Orleans and New York City has been inaugurated by the Louisville & Nashville and the Pennsylvania. The new "Dixie Jet" cuts more than a full day from transit time for the 1,675-mile run, according to Fred Carpi, PRR vice president, sales. The train leaves New Orleans daily at 9:20 p.m., operating over L&N lines through Mobile, Montgomery, Birmingham, Nashville and Louisville to Cincinnati. Continuing its run on the PRR, the "Jet" provides third morning delivery at Pittsburgh, fourth morning delivery at Philadelphia, Baltimore, northern New Jersey cities and New York City—up to 28 hours faster than was possible under previous schedules.

**C&EI and L&N** will offer a new, 27½-hour Chicago — Atlanta freight service beginning Oct. 1. The new train will depart Chicago each midnight via C&EI to Evansville and over L&N through Nashville and Chattanooga arriving Atlanta 3:30 a.m., second morning. Northbound, the train will depart Atlanta 8:15 a.m., daily, with a scheduled 3 a.m., second morning arrival in Chicago. A section leaving East St. Louis at 2:30 a.m. will connect with the southbound train at Evansville.

*(Continued on following page)*

# YOU OUGHT TO KNOW CONTINUED

**Rail-truck competition,** where piggyback is concerned, is more myth than fact, according to U.S. Freight President Morris Forgash. "Railroads generally offer piggyback rates only for distances of more than 300 miles, while 77% of all truckers average hauls of less than the same distance," he told a recent meeting of the National Petroleum Association. "There is thus only the narrowest margin for competition but an extremely broad area for coordination which is economically feasible and desirable for trucks and rails alike."

**"We wish it were true** that the railroads are as prosperous as the unions are saying in their paid advertisements," Milton G. McInnes, president of the Erie-Lackawanna, told a Cleveland audience. "As the head of a railroad that is trying to overcome deficit operations in the face of rising labor costs and declining traffic, I can assure you it is no myth—it is the real thing. There is no sensible purpose in pretending that things are what they are not." In the first six months of this year, the Erie-Lackawanna had a net loss of $8,400,000.

**More non-rush hour service** is in store for Illinois Central's Chicago area patrons as a result of Illinois Commerce Commission approval in mid-September of IC's request to increase daily service to suburban communities south of Chicago. The new schedule, effective Oct. 28, will cut the interval between trains as much as 25%, while increasing it somewhat for trains close in to Chicago's loop. John W. Foster, IC attorney, said that the railroad's commuter load has shifted south since 1957 and that the new schedule is to adapt to the change. Commission approval, however, is temporary, pending November hearings at which an IC proposal to eliminate six stations on its suburban lines will also be considered.

**The state of the nation's transportation** preparedness will come under the scrutiny of labor and management officials at the 17th Annual Transportation and Logistics Forum of the National Defense Transportation Association in San Francisco, Oct. 28-31. Among the railroad industry representatives will be Frederic B. Whitman, president of the Western Pacific, and George M. Harrison, president of the Brotherhood of Railway Clerks.

**There's no job-freeze** on Britain's nationalized railways. According to reports from London, 18,000 railroad shop employees will lose their jobs in the next four years as the work is centralized and the labor force cut from 56,000 to 38,000. Object: savings estimated at $84 million a year.

**Practical case histories** will be used throughout Railway Systems and Management Association's Oct. 18 and 19 seminar "Information Retrieval and Handling" to demonstrate better use and control of business and technical information. The two-day Chicago meeting will feature a luncheon address by G. S. Simpson, Jr., assistant manager, Department of Economics and Information Sciences, Battelle Memorial Institute, and a "Town Hall Meeting" where registrants may discuss their problems in the application and use of information.

**Water carriers** are "slightly pessimistic" in contending that proposed user charges will damage them severely, according to Frank Barton, deputy under secretary of commerce for transportation. Mr. Barton told an ERPC-sponsored educational seminar recently that "with pressure mounting on the federal budget, it's inevitable that in the near future the inland waterway carriers will pay some sort of a user charge."

**New York Central's Engine 999,** first thing on wheels to go over 100 mph, has been presented to the Chicago Museum of Science and Industry by NYC President Alfred E. Perlman. The famed steam locomotive set a record of 112½ mph on May 10, 1893, on a speed run to draw attention to the Chicago World's Fair of that year. It will go on display outside the museum with other famous railroad engines.

**The Katy has heeded warnings** of a possible flu epidemic this winter and is again offering vaccinations against the various strains of influenza free of charge to all employees and their families. A similar immunization program last winter is credited with preventing considerable sickness and absenteeism among Katy employees.

**A joint piggyback service** (Plan V) has been inaugurated by the Baltimore & Ohio and Hermann Forwarding Co., a North Brunswick, N.J., trucking firm. George E. Dove, manager of B&O's TOFC service, said the road is studying possibilities of joint arrangements with other truckers. The B&O now offers all piggyback plans except Plan I.

**Subsidies of $4.5 million** will go to four railroads operating commuter service in New Jersey for the 1962-63 fiscal year. Under the contracts, based on maximum state payments of 29 cents a car-mile of approved service, the Pennsylvania would receive $1,821,000; the Erie-Lackawanna, $2,407,000; the Pennsylvania-Reading Seashore Lines, $197,000; and the Reading, $17,000. A fifth line, the New Jersey & New York, is expected to be added to the group, bringing it a subsidy of $101,000. The contracts carry a new provision authorizing the state to withhold as much as 40% of the initial payments. This money would be used as a reserve from which matching funds for projects qualifying for federal aid could be drawn, and also to make capital improvements or to adjust the car-mile rate of payment.

STATEMENT required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933, July 2, 1946 and June 11, 1960 (74 Stat. 208) showing the ownership, management, and circulation of

RAILWAY AGE

published weekly at Orange, Connecticut for October 1st, 1962.

1. The names and addresses of the publisher, editor, managing editor and business managers are:
Publisher, Robert G. Lewis, 30 Church St., New York 7, N. Y.
Executive Editor, Luther S. Miller, 30 Church St., New York 7, N. Y.
Managing editor, Fred C. Miles, 30 Church St., New York 7, N. Y.
Genl. Sales manager, Duane C. Salisbury, 30 Church St., New York 7, N. Y.

2. The owner is: Simmons-Boardman Publishing Corporation, 30 Church St., New York 7, N. Y. — Stockholders of one percent or more are: James G. and Louise Lyne, 30 Church St., New York 7, N. Y., Arthur J. McGinnis, 30 Church St., New York 7, N. Y., Joseph or Katherine Sanders, 2909 Maple Ave., Dallas 4, Texas, John R. Thompson, 22 West Madison St., Chicago 2, Ill., Mrs. E. S. Fenton, c/o Russell & Russell, 41 East 42nd St., New York 17, N. Y., J. Streicher & Co., 19 Rector St., New York 6, N. Y.; Partners of J. Streicher & Co. are: Joseph Streicher, Ethel Streicher and Judson Streicher, all of 19 Rector St., New York 6, N. Y., Morton & Co., c/o Marine Midland Trust Co., 120 Broadway, New York 15, N. Y., Merrill Lynch, Pierce, Fenner & Smith, Inc., 70 Pine St., New York 5 N. Y.

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5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required by the act of June 11, 1960 to be included in all statements regardless of frequency of issue.) 13,757.

ROBERT G. LEWIS

Sworn to and subscribed before me this 12th day of Sept., 1962.
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(My commission expires March 30, 1963)


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# Outsmarted By Europeans?

The so-called European Common Market has succeeded in producing in the six nations that comprise it the greatest era of prosperity they have ever known. Their rate of industrial growth is now four times that of the U.S.A., and production is advancing 5% a year — twice our American rate of increase.

These happy results are being achieved by a systematic program of removing tariff barriers between countries — in substituting continent-wide competition for a lot of little local monopolies; and also in permitting freer movement of people across international boundaries.* The resulting growth of trade has permitted substantial increases in wages — accompanied by sharp decreases in prices (unlike U.S.A. experience in recent years).

These Europeans have learned that it is not just technological innovation which reduces costs — and thus increases the standard of living. They have also found out that higher living standards can be brought about by improved economic organization.

What the European Common Market is doing for Western Europe as a whole could also happen in this country in the railroad business — and in all transportation — if similar principles were applied.

Some of the brilliant fellows behind this European Common Market movement have in mind, ultimately, the political union of all Western Europe — sort of a United States of Europe. But they did not scare everybody to death by springing their whole program at once. They started out modestly by taking off customs duties on only two commodities — coal and steel. That step was so successful that the next step — reduction by installments of duties on a larger list of commodities — came without much opposition. Even the most strongly entrenched national monopolies have found, greatly to their surprise, that opportunity to sell their production in other countries gives them new markets that more than offset their losses from invasion of their local markets by competition from other nations.

The installment aspect of the program seems to be the key to its success. Nobody has been asked to vote favorably on an all-out program of "economic union." Instead, the experiment at the start was limited to coal and steel. When that succeeded, extending a similar program to other commodities was, practically, like betting on a sure thing.

Unreined imagination could come up with a lot of situations on the railroads of this country where an installment approach of this kind might be hopefully applied — or even to the transportation business as a whole. Suppose that the recent effort of a couple of railroads to acquire a barge line had been accepted on an experimental basis — for say a five-year period — to see how it worked out. It is conceivable (if the experience of the European Common Market is any criterion) that, at the end of the experimental period, the barge line opponents themselves would be strong advocates of extending similar rights to all railroads.

In the area of union-management relations this approach would appear to have almost countless possibilities. For example, several railway unions have been interested in merging with each other — but they have encountered practical difficulties. Is there, perhaps, one of these mergers which some cooperation by other unions and railroad managements would make more attractive? And what about craft monopolies embodied in the working rules?

There are, of course, situations where savings in crew expense from modernized working rules might be aimed, in part, specifically at rate reductions on definite competitive commodities. The result could well be that revision in the working rules — starting out with a presumptive reduction in employment — would wind up by producing an increase in jobs, necessitated by rising traffic.

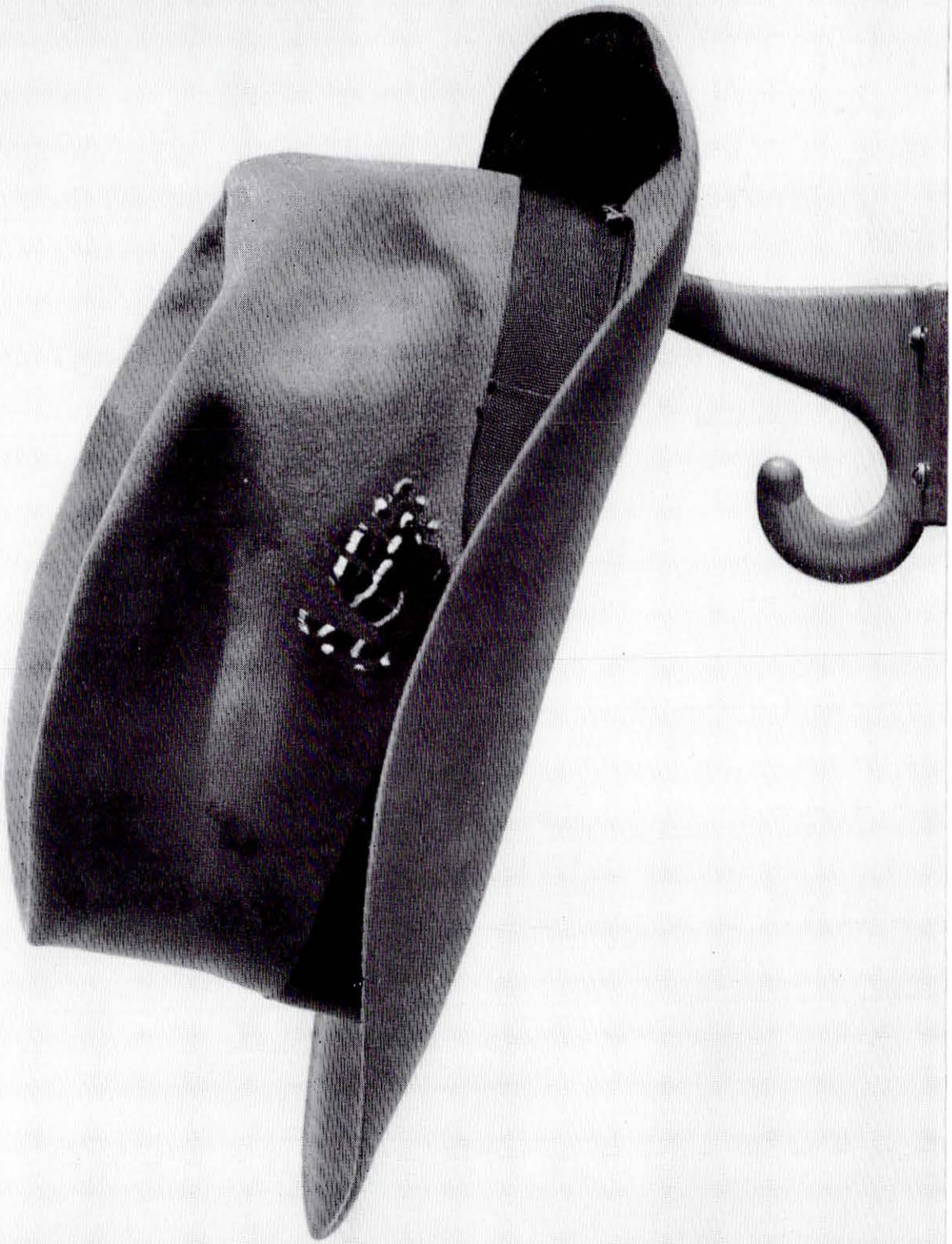
## More Than 'Feathers' in PRC Report

The recommendations of the Presidential Railroad Commission on the operating working rules cover a lot more ground than reduction of so-called "featherbedding" practices. Actually, present working rules stuff feathers into the mattresses of relatively few employees. At the same time, they put spikes and broken glass in the beds of a lot more. If railroad employees as a whole really knew all the recommendations in this report, they would probably vote overwhelmingly to accept it. It is the proposed curtailment of the excessively privileged position of a minority — not the beneficial effects of the report's recommendations on most operating employees — that has received almost all the attention.

We have in the U.S.A. a union situation on the railroads which has many parallels with the restrictive international relations which prevailed in Europe before the idea and strategy for the European Common Market was evolved.

It's a strange situation — supposedly tradition-bound Europeans remodeling their economic institutions, and getting rich by it. And here, in the railroad industry in the Western Hemisphere, we are forced to cling to the old ways, while more flexible competitors make off with the traffic. Railroaders (unionists no less than managements) are basically too smart, we believe, to let this unrealistic impasse prevail much longer.

*The most informative description we have seen of this development appears in two articles by John Brooks in the New Yorker magazine, Sept. 22 and 29.



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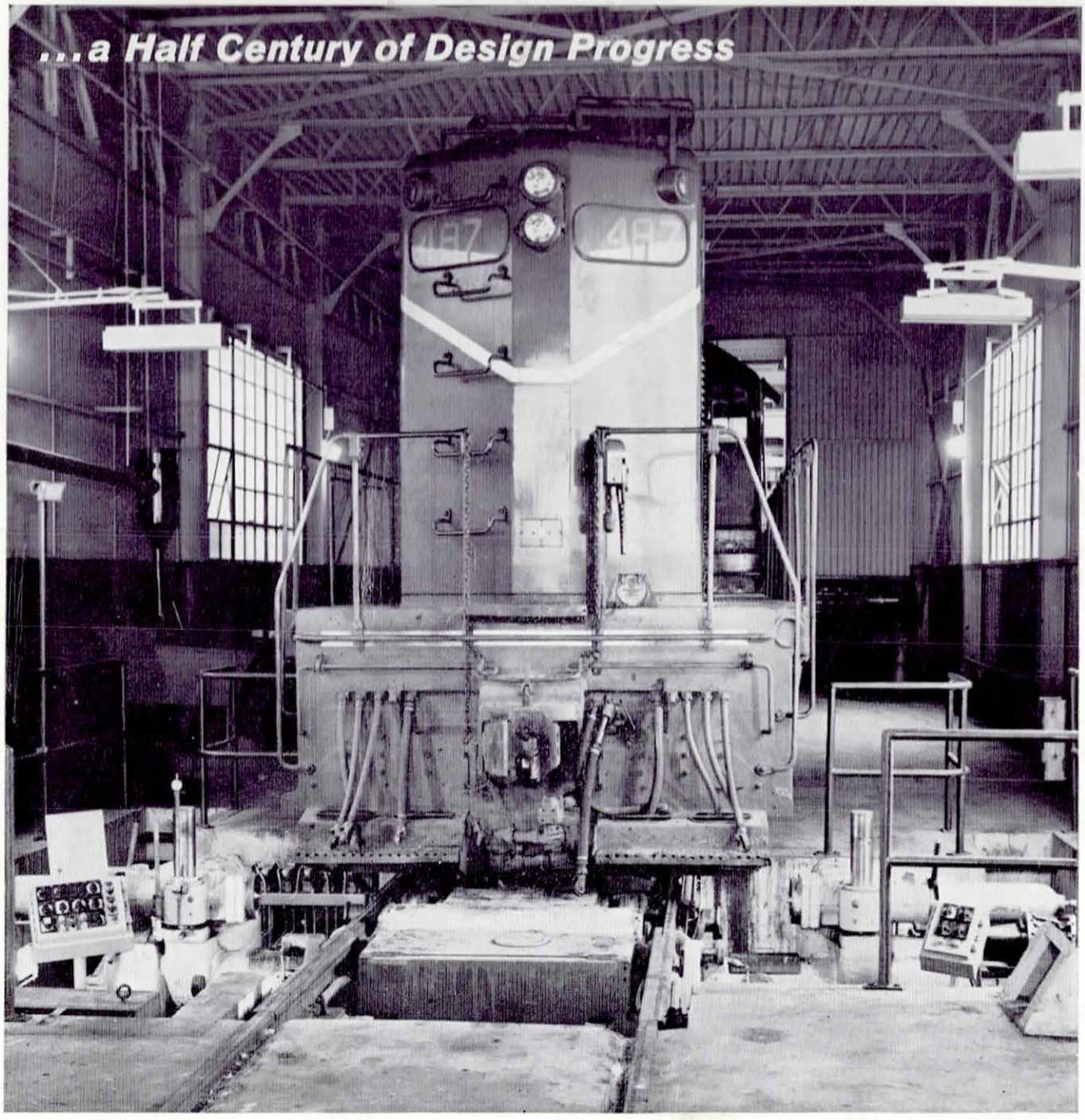


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